

GRAIN DEALERS' JOURNAL

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CHICAGO, ILL., NOVEMBER 25, 1903.

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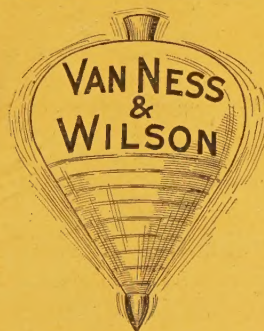
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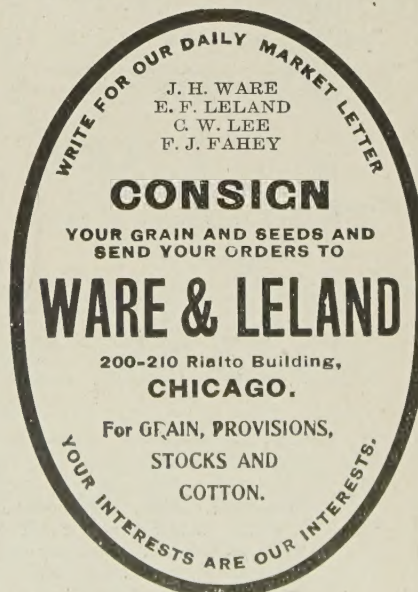
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Bishop, W. G., & Co., grain, hay.
Botts & Co., Thos. H., grain, seeds, hay.
England, Chas., & Co., grain, hay.
Frame, Knight & Co., commission.
Hammond & Snyder, receivers, exporters.
Hax, G. A., & Co., grain, hay, seeds.
Hopps, William, Grain & Hay Co., grain.
Kirwan Bros. Grain Co., grain commiss'n.
Loane, J. A., & Co., grain and hay.
Manger, J. A., & Co., grain, hay, seed.
Steen, E., & Bro., hay, straw grain.

BATTLE CREEK, MICH.

McLane, Swift & Co., grain buyers.

BOSTON, MASS.

Reed, Geo. F., grain shipper's agent.
Ronald, Thomas, grain and mill feed.
Yantis, J. A., grain.

BUFFALO.

Alder, W. W., strictly commission.
Anderson & Co., H. G., grain and mill feeds.
Buffalo Cereal Company, grain.
Burns Bros., grain commission.
Gallagher, W. B., damaged grain.
Heathfield & Washburn, grain and feed.
Heinold, John G., grain and feed.
Irwin, Dudley M., barley.
Pratt & Co., grain commission.
Seymour, Jr., J. A., grain commission.
Waters, Henry D., grain commission.
Watkins & Company, grain and feed.
Yantis, S. W., grain and feed.

CAIRO, ILL.

Halliday, H. L., Milling Co., grain.

CHICAGO.

Armour Grain Co., grain buyers.
Ash, I. N., & Co., grain and seeds.
Bartlett, Frazier & Carrington, grain.
Beckwith, W. L., & Co., grain.
Bentley-Jones Grain Co., grain commission.
Bridge & Leonard, Commission Merchant.
Bryant & Co., grain.
Calumet & Western Elev. Co., commission.
Chicago Grain & Eltr. Co., commission.
Counselman, Willis & Co., commission.
Crighton & Co., grain commission.
Finney, Sam, commission.
Fraser, W. A., Co., grain commission.
Freeman, H. H., & Co., grain, hay, straw.
Gerstenberg & Co., grain, seeds.
Goemann Grain Co., grain buyers.
Heeman, Edward G., Commission.
Hemmigarn, H., & Co., commission.
Holt, Lowell & Co., grain receivers.
Hulburd, Warren & Co., grain commission.
Irwin, Green & Co., grain commission.
Johnson, W. F., & Co., grain, seeds.
Lasier & Hooper, receivers and shippers.
Mackenzie, J. P., cash grain.
Merritt, W. H., & Co., grain, seeds.
Mueller & Young Grain Co., barley, oats.
Mumford, W. R., Co., commission.
Randall & Co., T. D., hay commission.
Rogers, H. W., & Bro., grain and seeds.
Rosenbaum Bros., receivers, shippers.
Rosenbaum, J., Grain Co., receivers, ship'rs.
Rumsey & Company, grain commission.
Sidwell, Geo. H., & Co., grain commission.
Somers, A. L. & Co., grain, field seeds.
Van Ness & Wilson, grain receivers.
Warner & Wilbur, grain commission.
Wagner, E. W., receiver and shipper.
Ware & Leland, grain, seeds.
West, John, & Co., grain, seeds.
Wetmore, H. D., & Co., commission.
Winans, F. E., grain and seeds.

CINCINNATI.

Ellis & Fleming, hay, grain.
Southern Grain Co., grain merchants.
Union Grain & Hay Co., grain, hay.

CLEVELAND, O.

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Strauss & Co. H. M., receivers grain, hay.
Union Elevator Co., grain, hay, straw.
Williams, Edward A., grain, hay, mill feed.
Williams, S. T., grain commission.

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Felty, A., shipper grain and hay.
McCord & Kelley, track buyers, shippers.
Seeds Grain Co., grain and hay.
Tingley Bros., grain, hay, chop feed.

CRAWFORDSVILLE, IND.

Crabbs & Reynolds, grain and seeds.

DAYTON, OHIO.

Schaeffer & Boroff, buyers, shippers.

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Burks, C. A., Illinois grain.
Dumont, W. L., cash grain broker.
Dumont, Roberts & McCloud Co., gr. dlrs.

EVANSVILLE.

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FORT WORTH, TEX.

Andrews & Ranson, grain, hay, etc.

GALVESTON, TEX.

Hanna & Leonard, grain, hay.

GREENVILLE, OHIO.

Grubbs, E. A., Grain Co., track buyers.

INDIANAPOLIS.

Bassett Grain Co., grain commission.
Riley, W. J., & Co., grain, feed, hay.

JACKSON, MICH.

Stockbridge Elevator Co., grain, seeds.

JACKSONVILLE, FLA.

McCallum, Kingsley & Co., grain, hay.

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Beach-Keever Grain Co., grain receivers.
Ernst-Davis Grain Co., commission.
Kansas City Seed & Grain Co., seeds.
Morrison Grain Co., commission.
Thresher & Fuller, Grain commission.

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McCray, Morrison & Co., track buyers.

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Schuff, A. C., & Co., grain and hay.
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Denyven & Co., grain and hay brokers.
Wade, John, & Sons, grain dealers.

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Lowry, I. H., & Co., grain commission.
Lull, Chas. R., grain, feed, hay.
Milwaukee Elevator Co., the barley house.

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Barnum Grain Co., receivers, shippers.
Brown, E. A., & Co., commission.
Poehler, H., Co., grain commission.
Marfield-Griffiths Co., grain commission.
Spencer Grain Co., commission, barley.
Van Dusen-Harrington Co., commission.
Welch, E. L., & Co., grain commission.

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Wilkes, J. H., & Co., grain, hay.

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Chapman, F. A., & Co., grain, hay, mill fd.

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Forbell & Tilson, grain commission.
Morey, L. A., oats and corn.
Reinhardt, Geo. N., & Co., hay, grain.

NORFOLK, VA.

Etheridge & Co., D. E., grain brokers.

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Tyng, Hall & Co., grain commission.
Van Tassell Grain Co., receivers, shippers.

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Delp, Edmund E., & Co., grain, hay.
Dunwoody, E., & Co., grain and seeds.
Koch, W. J., & Co., grain, hay, mill feed.
Rogers, E. L., & Co., grain, hay.

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Fuusten Bros. & Co., grain, hay, seeds.
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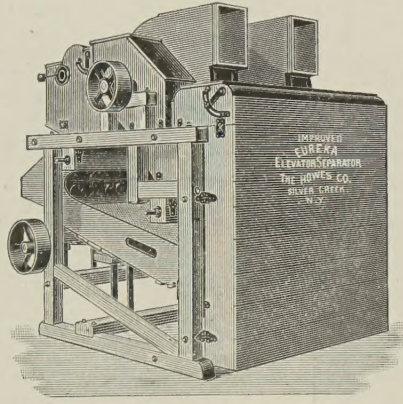
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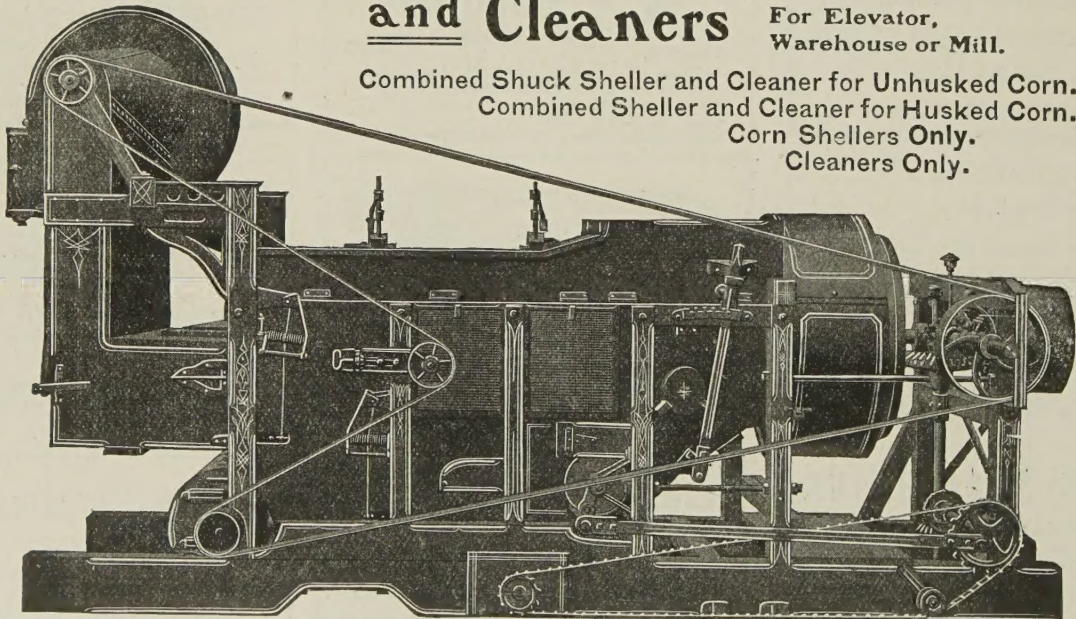
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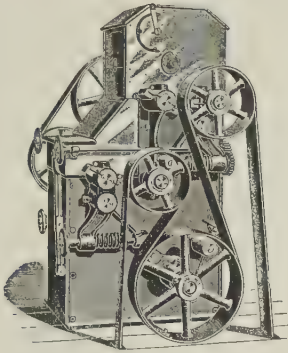


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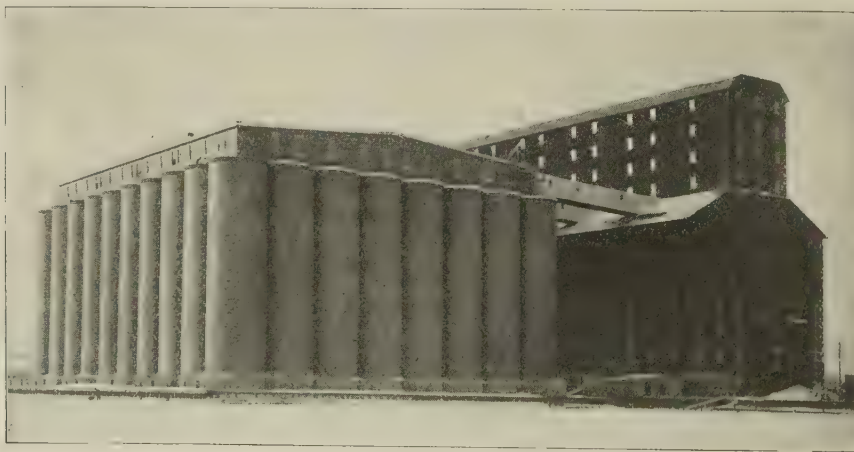
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North Star Malting Co., "	500,000	David Stott Milling Co., Detroit,	200,000
Victoria Elevator Co., "	250,000	Pabst Brewing Co., Milwaukee,	250,000
Frisco Ry. Elevator, Kansas City,	500,000	Wisconsin Malt & Grain Co., Appleton,	200,000
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Belt Line Elevator, Superior,	2,500,000	F. H. Peavey & Co., No. 1,	1,750,000
Superior Terminal,	2,500,000	Interstate Elevator, Minneapolis,	1,000,000
Pittsburg & Western Ry., Fairport, O.,	1,000,000	Texas Pacific Ry. Co., Westwego, La.,	1,000,000
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Plans and specifications for a modern grain elevator of any capacity, furnished free of charge to parties who will purchase the necessary elevator machinery and supplies from me. All material will be guaranteed to be the best grade and the prices the lowest.

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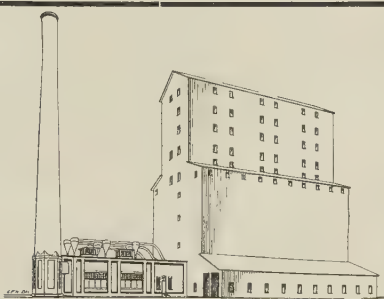
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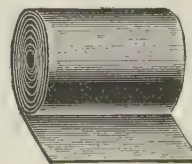
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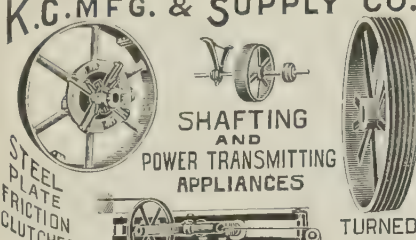
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Nearly ever since the harvest rush began we have been unable to keep up with our orders, but now have increased the force at work on them, and hereafter will be able to fill orders the same or next day after they are received. We are glad to send them on trial where they are not known, as it always results in a sale.

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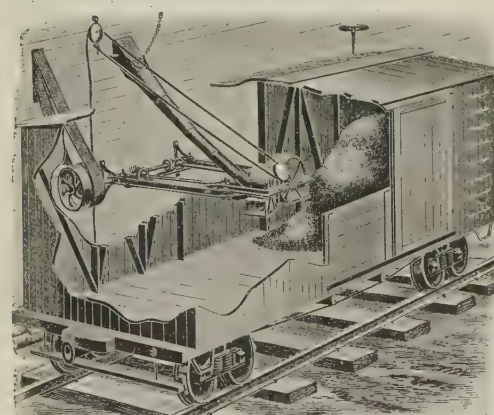
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Will fill each end of the car at the same time.
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In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

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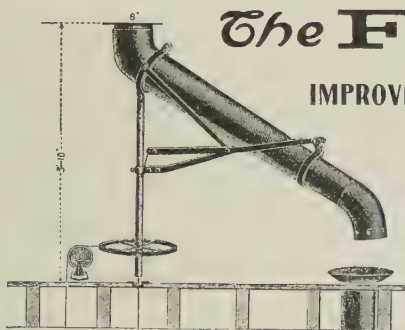
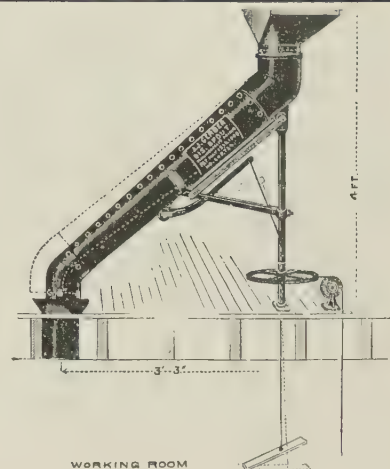
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It is worth its
weight in gold
It will save you in
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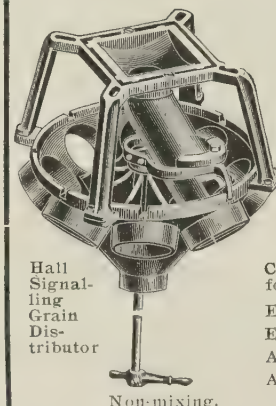
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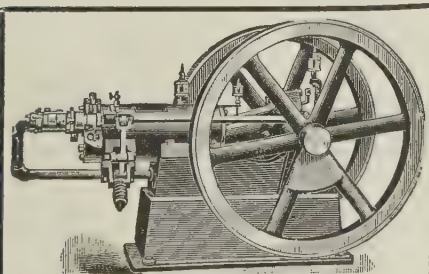
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has twelve columns provided for different op-
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for Oats; also spaces for the market on each at
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But the GENUINE is worth the PRICE, and our

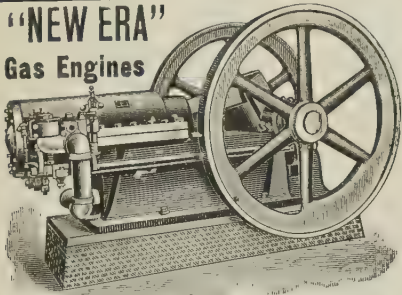
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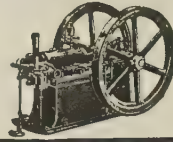
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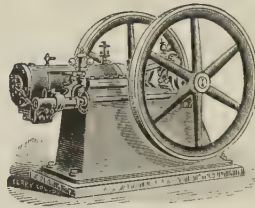
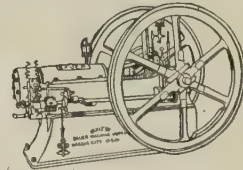
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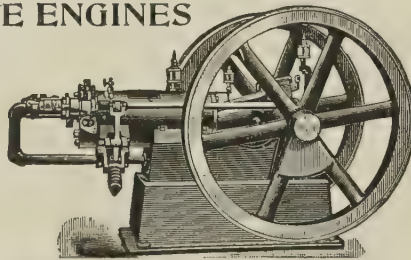
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It contains 160 pages of Record Linen Ledger paper, ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

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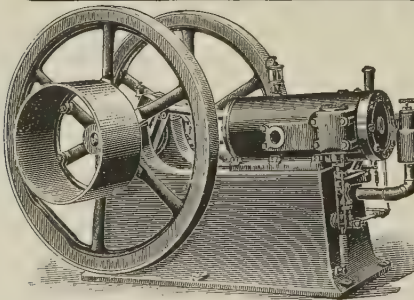
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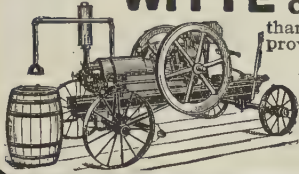
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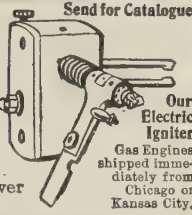
PERFECT POWER

No Matter what you want to run, you can do it more economically with a

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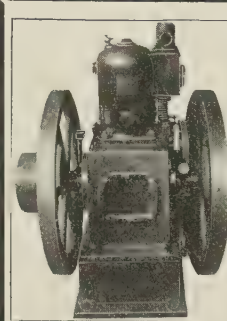


than with any other power. To prove to you that the WITTE is ideal power for the farmer we will sell you one on 30 Days' Free Trial. Made in all sizes and for all power purposes, from 4 to 25 H. P.



Send for Catalogue
Our Electric Igniter
Gas Engines shipped immediately from Chicago or Kansas City.

WITTE IRON WORKS COMPANY,
515 W. 5th Street, Kansas City, Mo.



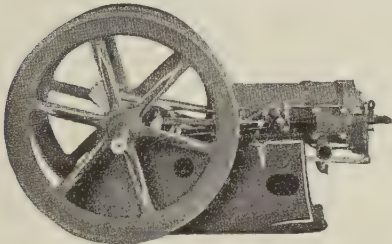
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this engine before buying. It requires less space and attention than others. Makes little noise. Uses either gas or gasoline.

Write for prices.

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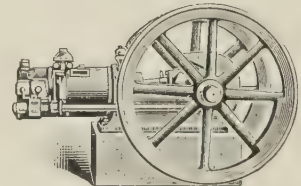
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Ear corn and small grain, into cribs and bins. Any kind of grain from bins to wagons, or from wagons to cars. For particulars write us for descriptive catalog.

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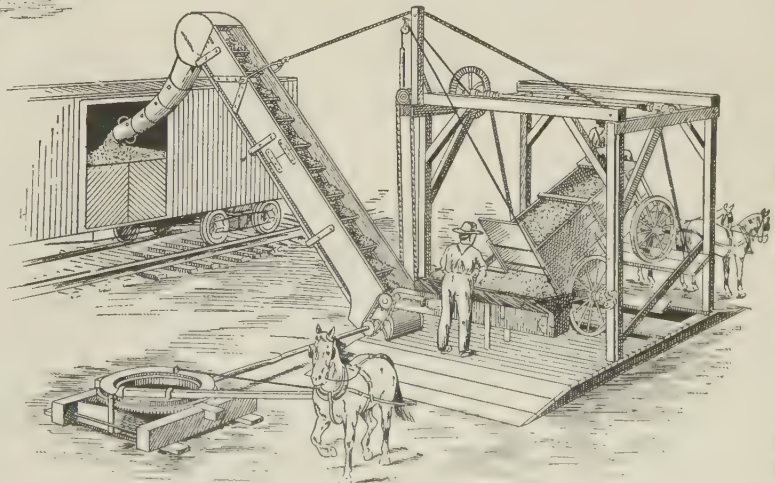
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Handles all kinds of grain in any Position

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ELEVATORS FOR SALE—All in the corn belt of Illinois. Write for particulars. T. C. Grady, Maroa, Ill.

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ELEVATOR FOR SALE, 22,000-bushel, 15 bins, 22-horse Fairbanks Gas Engine; all modern cleaning machinery; in best Oklahoma wheat belt; situated in university town. Cleared \$18,000.00 last three seasons. Also elegant \$3,500.00 residence. This is a snap. Address R. T. B., Box 9, Care Grain Dealers Journal, Chicago, Ill.

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BUSINESS FOR SALE—Whole or half interest in an old established grain and milling business. Good opening for alert, honest young man with some means. Send references. Address Box 345, Beatrice, Neb.

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ELEVATOR on Grand Trunk & Western Indiana Belt Railroad for sale at a bargain, or will rent. Fully equipped for cleaning, clipping and drying grain; 100,000 bushels storage. Address J. A. Bloomington, 1410 Security Bldg., Chicago, Ill.

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GRAIN ELEVATOR, hay barn and dwelling for sale; all in first class condition; in good grain and hay district, with very large and good crop of corn and hay now ready for market. Capacity of elevator 25,000 bushels, with every convenience and first class machinery. Capacity of barn 200 tons; located on the B. & O. South Western at Millersville, Ill. For particulars address or call on S. J. Miller, owner. Refer to H. N. Schuyler of Pana, Ill.

TWO ELEVATORS for sale; located in central Indiana, on the Big Four Railroad, in the very best corn and oats country. Machinery and buildings all in good shape. The two houses handle from 500,000 to 600,000 bushels per year. This is a good clover seed section. Also handle wool and coal and have a good trade in these. Reason for selling, poor health. I am not able to work, and will not be for some time. These are money making properties and it will pay you to investigate. Address Big Four, Box 9, Care Grain Dealers Journal, Chicago, Ill.

GRAIN AND COAL BUSINESS FOR SALE; located at the county seat of the best corn and oats producing county of the state of Indiana. Only one other elevator and coal dealer here. Elevator 35,000 bushels capacity, iron clad, 3 dumps, 3 stands of elevators, Fairbanks Hopper Scales, Western Corn Sheller, Eureka Cleaner, Invincible Clippers. Erie City Engine and Boiler, 40 horse power. One corn crib, double, shingle roof; 16-foot driveway, 100 feet long; 1 single crib 90 feet long; 1 barn, room for 4 horses, and bin room for ten cars coal. Have good coal trade. Address Amos, box 8, care Grain Dealers Journal, Chicago, Ill.

The buckwheat crop in the United States is estimated to have yielded 17.7 bus. per acre, by the Department of Agriculture; compared with a 10-year average of 17.6.

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

ELEVATORS FOR SALE.

CHICAGO GRAIN ELEVATOR for sale; 100,000 bushels capacity; located on two prominent railroads and within twenty minutes' ride from the court house, on street car or elevated road. Will sacrifice and make terms to suit purchaser. Willis & Frankenstein, 164 LaSalle St., Chicago, Ill.

ELEVATORS WANTED.

ELEVATORS WANTED, one or two, well located. Cowen Bros., Wellington, Ill.

AARON SMICK, DECATUR, ILLINOIS, has elevators for sale or trade in Illinois, Indiana and Ohio. Write him.

WRITE C. A. BURKS, Decatur, Ill., if you want to buy a good grain point in central Illinois—a good corn crop in surrounding territory.

GOOD ELTR. wanted in exc. for a section of fine stock and grain land in southern North Dakota. Union County Investment Co., Elk Point, S. D.

ELEVATORS WANTED in Iowa in exchange for equity in two good half section farms in Polk Co., Minn. Elevators must handle not less than 100,000 bushels per year. Address Bard, Box 7, Care Grain Dealers Journal, Chicago, Ill.

SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

NEW AND SECOND HAND Railroad, Track, Hopper and Wagon Scales for sale. Give us a trial. We will save you money. Beckman Bros., Des Moines, Ia.

FOR SALE—30 sets of 42,000-pound Fairbanks-Morse Compound Beam Hopper Scales, as good as new. Can furnish framing timbers with these scales. Prices on application. Trans-Mississippi Grain Co., 532 Bee Bldg., Omaha, Neb.

Secured Position.

Maurice Garrison of Atlantic, Iowa, writes: The first issue of the Grain Dealers Journal located me in a good position; and I have had several offers of good positions since from the advertisement.

WANT TO SELL YOUR ELEVATOR



OR ANY OTHER KIND OF BUSINESS OR REAL ESTATE?

I can sell it for you at the highest price and on the best terms. Send description and price.

IF YOU WANT TO BUY any kind of business or real estate anywhere, at any price, write me your requirements. I can save you time and money.

Established 1881. Bank references. Write today FRANK P. CLEVELAND, Real Estate Expert, 5951 Adams Express Bldg., CHICAGO, ILL.

MILLS FOR SALE.

PLANSIFTER Mill, 50 to 60-bbl., easy terms; good farming country; side track to door. W. Wieden, Dorchester, Wis.

FOR SALE OR TRADE—A 40-barrel sifter and roller system mill; good water power; good town in northern Iowa. Write N. W. Winslow, Waco, Texas.

GRIST MILL for sale; in center of dairy district, 44 miles west of Chicago. Doing good business. Address Grist Mill, Box 10, care Grain Dealers Journal, Chicago, Ill.

FLOURING AND GRIST MILL with new machinery, in good section of central Illinois, to exchange for land—Iowa land preferred. Address J. S. B., Box 392, Ayrshire, Iowa.

STEAM ROLLER MILL for sale or exchange; 60-barrel, brick, 3-story and basement; first class machinery, first rate condition; ten-ton wagon scales, etc. Will trade for northern or western land, hardware and implements or buggy and wagon stock. H. P. S., care Scruby Bros., Chillicothe, Mo.

WATER POWER MILL FOR SALE; capacity 125 bbls.; modern; ample water power owned by mill. Only mill in finest town in western New York; population 8,000; on Central Railroad and Erie Canal, within 40 miles of city of Buffalo. Failing health reason for selling. Price \$9,000, one-half cash. A great bargain. Buffalo Flour Co., 155 Erie St., Buffalo, N. Y.

ROLLER FLOURING Mill for sale, 100-barrel, with elevator capacity 25,000 bushels. Water the entire year for corn and chop; six months for flour. Situated in a prosperous town of 12,000 inhabitants on two trunk line railroads. Mill doing excellent business; running day and night; booked 30 days ahead. Full particulars upon application to Huntington Mill Co., Huntington, Ind.

FOR SALE OR RENT—One of the best flour and feed mills in New York State. Never failing water power. Mill has capacity of 40 bbls. flour and buckwheat flour; has large feed trade. Situated in the business part of a thriving village of 2,500 inhabitants. Surrounded by large dairy country. Mill in first class condition, having been refurnished with sifter bolts last January. Will rent or sell on easy terms. Address B. Chaffee, Springville, Erie Co., N. Y.

LOCATIONS FOR ELEVATORS

FINE LOCATIONS for elevators and other industries can be found on the line of the Belt Railway of Chicago (The Inner Belt), where there is an ample car supply, competitive rates and quick switching. Easy access to all Chicago roads. For further information address B. Thomas, President, Dearborn Station, Room 13, Chicago, Ill.

MISCELLANEOUS FOR SALE.

SECOND-HAND BAGS of all kinds for grain, feed, etc., for sale. Wm. Ross & Co., 133 E. Kinzie St., Chicago, Ill.

SMOKESTACK for sale cheap. Height 43 feet, 6 inches; diameter 16 inches. Up six months, almost good as new. C. F. & C. O. Barnthouse, Agosta, Ohio.

FOR SALE—Few shares 5 per cent cumulative stock of one of the most prosperous grain concerns in the country. Write for particulars. Address Stock, Box 9, Care Grain Dealers Journal, Chicago, Ill.

WHOLESALE GRAIN SHIPPING BUSINESS in Ohio for sale. Established 20 years. Large clientele East, South and West. Fine opening for energetic man. Other business requires time of owner. Address Wholesale, Box 10, care Grain Dealers Journal, Chicago, Ill.

FOR SALE—2,400 ft. of second-hand 5-ply, 17½-inch wide rubber belt. 2,800 elevator buckets, 6x14½, four holes, with brace in center. Can furnish boots to go with this belt. Four steel pans, 168 in. long at top, 92 in. long at bottom, 60 in. deep. Prices made on application. Trans-Mississippi Grain Co., 532 Bee Bldg., Omaha, Neb.

FOR SALE—The official list of all the millers, grain, hay and bean shippers in Michigan. Price of book without the quarterly corrections, \$1.50; price of book with quarterly corrections, \$3.00; cash with order. Address M. G. Ewer, Secretary-Treasurer Michigan Grain Dealers Association, Room 6, Kingman Block, Battle Creek, Michigan.

SNAPS—Nine 500-bu. hopper scales. How many do you want? Separators from \$35.00 to \$60.00. Scourers from \$35.00 to \$50.00. Feed rolls, \$50.00 to \$75.00. Allis Roller Mills, 9x18, \$125.00. Several 25 to 50-bbl. mill outfits; one 150-h. p. steam Corliss; one Mitchell Scroll. Make an offer on something. S. G. Neidhardt, 1028 Delaware St., S. E., Minneapolis, Minn.

MISCELLANEOUS.

IF YOU WANT an elevator built up to date, address H. Melby, Barlow, N. D. Twelve years' experience.

RESPONSIBLE AGENTS wanted in unassigned territory for the resale of Kerosene Engines. International Power Vehicle Co., 56 W. Washington St., Chicago, Ill.

TWENTY-ONE is the number of elevators that C. A. Burks, Decatur, Ill., has sold during the past year. Write him if you want to buy or sell. All information confidential.

WANTED—WE Want to buy 500 tons of Number One Tangled Rye Straw. Please write us at once and name us price loaded on your track, or delivered Memphis. John Wade & Sons, Memphis, Tenn.

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

ENGINES FOR SALE.

GASOLINE Engine for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

VERTICAL GAS or Gasoline Engine, 17-h. p., for sale. W. S. McKinney & Co., 204 Dearborn St., Chicago, Ill.

"GUS" Gas and Gasoline Engines. "None better made." Write for prices. Carl Anderson Co., 23 N. Clinton, Chgo.

OTTO GAS ENGINE for sale, 7½-horse power, second-hand. Hafner Furniture Co., 2620 Dearborn St., Chicago, Ill.

GASOLINE ENGINES for sale; slightly used; guaranteed good as new. Witte Gas & Gasoline Engine Co., 43 S. Canal St., Chicago, Ill.

KEROSENE OIL ENGINES give better satisfaction. Send for catalog. International Power Vehicle Co., 56 W. Washington St., Chicago, Ill.

SIX-HORSE POWER Charter Gas or Gasoline Engine for sale. Run but little since thoroughly overhauled at shops. Woodbury & Files, Muncie, Ind.

GASOLINE Engines of any make taken in trade for new engine, or will overhaul and put old engine in running order. Address Bauer Machine Works Co., Kansas City, Mo.

NICOLL & SHEPARD SKID ENGINE for sale, 14 h. p., in good running order. Very cheap if sold soon. For particulars, address W. H. Dunn & Co., Mt. Comfort, Ind.

GASOLINE ENGINES for sale; all sizes; immediate delivery; guaranteed 5 years. At one profit—maker to user. Witte Gas & Gasoline Engine Co., 43 S. Canal St., Chicago, Ill.

FOR SALE—One 13x16, 100-h. p. Atlas Center Crank Automatic Engine, with 66x12 wheels and sub base; used for electrical purposes; in good order. Address O. S. Potter, Toledo, Ohio.

GASOLINE ENGINES for sale—30-h. p. Webster; 25-h. p. Fairbanks-Morse; 14-h. p. Otto; 9-h. p. Otto; 6-h. p. Fairbanks; 22-h. p. Foos; one of each. A. H. McDonald, 36 W. Randolph St., Chicago, Ill.

GASOLINE ENGINES, all sizes from 2 to 90-horse power. Also boilers, steam engines, pumps, roofing material, pipe, radiation, etc. Ask for catalog No. 326. CHICAGO HOUSE WRECKING CO., West 35th & Iron Sts., Chicago, Ill.

FOR SALE—Two 2½-horse power vertical and two 4-horse power vertical Webster Gasoline Engines; one 8-horse power steam engine; one 15-horse power steam engine and 25-horse power boiler, complete. Address F. W. Newton, Belmond, Iowa.

ALL SIZES of the high-grade Lammert & Mann gasoline engines for sale. Also several second-hand engines of other makes and in good repair at a bargain; write for description and prices. Lammert & Mann, 155-161 S. Jefferson st., Chicago.

ENGINES FOR SALE.

ONE GASOLINE ENGINE, 54-h. p. Fairbanks, Morse & Co., almost new. Fully guaranteed. F. E. Pfannmueller & Co., 198 E. Randolph St., Chicago, Ill.

WE ARE closing out our entire gasoline engine stock at one-half the original cost. Following partial list of what we have in stock: 30-h. p. W. & M.; 15-h. p. Cornell; 10-h. p. Otto; 8-h. p. Webster; 5-h. p. Chicago; 3-h. p. Holliday. Price Machinery Company, 162 W. Lake St., Chicago, Ill.

FOR SALE—The following second-hand gas and gasoline engines: 60-h. p. Foos, 65-h. p. New Era, 35-h. p. Otto, 15-h. p. Lambert, 10-h. p. Otto, 5-h. p. Fairbanks, 6-h. p. Webster, 4-h. p. Foos, 4-h. p. Witte, 3½-h. p. Des Moines, 2½-h. p. Fairbanks. Backus Gas Engine Co., 22 S. Canal St., Chicago, Ill.

ENGINES AND BOILERS.

FOR SALE—30-h. p. boiler and 20-h. p. engine; 12-h. p. traction engine; other sizes steam and gasoline. The Bicknell Hardware Co., Janesville, Wis.

ENGINES FOR SALE—One 16 h. p. portable and one 10 h. p. Also stationary engines and boilers, elevator cups, belting, etc. The Miller Oil & Supply Co., Indianapolis, Ind.

FOR SALE—1 Horizontal Plane Slide Bay State Engine in good condition, 100-horse power, cylinder 16 by 24, price \$450.00; 1 Horizontal Erie Boiler, good as new, 72 in. by 18 in., with 70 3½-in. flues, price \$600.00; 1 Horizontal Boiler, marine type, 72 in. by 18 in., with 70 3½-in. flues, price \$450.00. Hygienic Food Co., Battle Creek, Mich.

GRAIN WANTED.

BUCKWHEAT GRAIN WANTED. Address H. H. Emminga, Golden, Ill.

CLOVER HAY WANTED—One carload choice clover hay. Geo. Hess, Jr., Tacoma Bldg., Chicago, Ill.

WANTED—Alfalfa, Millet, Cane Seed, Kaffir Corn and Timothy Seed in car lots. W. H. Small & Co., Evansville, Ind.

PRICES WANTED on corn, hay, oats, flour, bran, meal, chops, feed all kinds. Best market south. Send sample. Wire; write. H. G. Smith, Birmingham, Ala.

WANTED—

QUOTATIONS on

Corn, Oats, Hay, and Bran.

H. D. COTHRAN & CO., ROME, GA.

References:

R. G. Dun & Co., and

First National Bank.

PARTNERS WANTED.

GOOD PARTNER wanted, with ten or fifteen thousand dollars capital to buy half interest in one of the best elevator and wholesale grain businesses west of the Mississippi River. For further particulars address Partner, Box 1, Care Grain Dealers Journal, Chicago, Ill.

MACHINES FOR SALE.

KELLEY Duplex Grinding Mill, No. 3, in good order, for sale cheap. Wm. Drew & Sons, Delisle, Ohio.

CORN SHELLER for sale; in good order; 300-bushel; price \$25.00. Hall Roberts, Postville, Iowa.

ONE NEW PROCESS SHELLER No. 1, for sale; in good repair. Cheap. Finch & Freeman, Dayton, Ind.

SHELLER AND CLEANER Combined, No. 2 Little Victor, for sale. In first class shape. John M. Hornung, Greensburg, Ind.

SPECIAL BARGAINS IN SEPARATORS AND CLIPPERS. Write for Circular No. 18, now ready. A. S. Garman & Sons, Akron, Ohio.

PORTABLE DUMP—In fine condition. Just the thing for station too small for elevator. Load into cars or crib. Woodbury & Files, Muncie, Ind.

MARSEILLES NEW PROCESS CYLINDER SHELLER for sale, size 1. As good as new. Will sell cheap. The Oto Grain & Live Stock Co., Oto, Ia.

CORN SHELLER for sale—One "Miami Valley", built by Philip Smith of Sidney, Ohio. In good running order. Address Winfield S. Fries, Greenfield, Ind.

FOR SALE—Two stout wooden boots for 12-inch buckets, \$7.00 each. With pulley, take-up boxes, shaft and collar, \$20.00 each. B. S. Constant Co., Bloomington, Ill.

THREE SEPARATORS, Barnard & Leas Dustless, 1882 pattern, for sale cheap. Want to make room for larger capacity separators. Address J. F. Harris & Co., Burlington, Iowa.

WANTED—Grain elevator men who want grain handling machinery of any description, new or second-hand, can get their wants promptly supplied by advertising them in this department.

CORN SHELLER, Cyclone, Jr., two-hole, for sale; good as new. Wagon box elevator. Just the thing to shell crib corn and load direct into cars. Woodbury & Files, Muncie, Ind.

MACHINERY for sale—Ear corn crusher, good as new, \$30; corn sheller, used once, \$25; also a complete outfit for making kiln-dried corn meal, consisting of a Cutler Drier, a Huntley Corn Meal Purifier, and a grain cleaning machine; also pulleys and shafting. Will sell very cheap, as we have gone out of business. Forest City Mills, Cleveland, Ohio.

GRAIN AND SEED FOR SALE.

WE BUY and sell Timothy, Red Top, Clover and Cow Peas Seed. In fact, we are dealers in all kinds of seeds. S. F. Epler & Son, Albion, Ill.

WHITE WHEAT AND ALFALFA SEED. When needing white wheat or Utah Alfalfa seed, write or telegraph Sam Williamson, Salt Lake City, Utah.

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

SITUATIONS WANTED.

FIRST CLASS NO. 1 MAN wishes position as manager of country elevator. Address Lock Box 323, St. Anne, Ill.

POSITION WANTED by a sober, experienced grain, lumber and live stock man; also a bookkeeper. Address M. C. Berry, Ollie, Iowa.

AN EXPERIENCED MAN wants position as manager of country elevator. Address S., Box 9, Care Grain Dealers Journal, Chicago, Ill.

POSITION wanted with grain firm. Have solicited cash business and had charge of line of elevators. Address Experience, Box 4, Care Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as superintendent of line of elevators, or barley buyer for malting company or brewery. References. Address H. J., Box 7, Care Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED as bookkeeper; age 28; six years experience in bookkeeping, two years as head bookkeeper and manager for large grain firm. Best of references as to character and executive ability. Address Wat, Box 10, care Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

PRACTICAL MILLWRIGHTS wanted to sell and install our grain handling specialties. Write for particulars. B. S. Constant Co., Bloomington, Ill.

MAN WANTED to oil and take care of machinery in a half million capacity elevator in the East. Should have some knowledge of mill-wrighting. Address Eastern, Box 10, care Grain Dealers Journal, Chicago, Ill.

The Century Magazine

"The best in the world,"—a strong statement, but a true one. THE CENTURY has led American magazines for more than thirty years; it publishes articles that *make people think*, stories that entertain and are literature, pictures by the world's greatest illustrators. Its illustrations in color are unsurpassed. THE CENTURY is not cheap in any sense; it costs \$4.00 a year, and it is worth the price. Try THE CENTURY this year, if you are not already taking it.

THE CENTURY CO.
UNION SQUARE, NEW YORK

Robinson's Telegraphic Cipher Code (Revised)

Is more extensively used by Grain and Provision Dealers and Millers

than all other codes combined. It is compact, small and can be easily carried in the pocket. It has been revised and fifteen pages added. Every cipher word, quotation and phrase in former editions has been retained. Get the latest edition; by using it your messages will be understood, you will save time and expense. Price, bound in leather, gilt edges, \$2.00; cloth binding, \$1.50. Your name in gilt letters on front cover 25 cents extra.

GRAIN DEALERS COMPANY
255 La Salle St. CHICAGO, ILL.

A Gift Worth Giving and A Present Worth Having

The best holiday gifts are useful gifts, and one of the most useful is the New and Enlarged Edition of

WEBSTER'S INTERNATIONAL DICTIONARY

of English, Biography, Geography, Fiction, Etc.

Useful. Reliable. Attractive. Lasting.


The New Edition contains 25,000 New Words
New Gazetteer of the World
New Biographical Dictionary

2380 Pages. 5000 Illustrations. Rich Bindings.

WHY NOT GIVE SOME ONE THIS USEFUL CHRISTMAS PRESENT?

FREE—"A Test in Pronunciation." Instructive and entertaining for the whole family. Illustrated pamphlet also free.

G. & C. MERRIAM CO., Publishers,
Springfield, Mass., U. S. A.



Drive

Your business. Hitch up with an ad. in the Grain Dealers Journal. You will then have a pleasant and profitable ride.

A PARTNER

HELP or a POSITION, can be obtained quickly by placing an ad. in the "Wanted" columns of the Grain Dealers Journal of Chicago. It is the grain-trade's accepted medium for "wanted" and "for sale" ads.

AN AD AND THE RESULTS.

HIGH GRADE Buckeye Engine for sale; in first-class condition; cylinder 10x14; 2 drive wheels 60-in. diam., 4-in. steam pipe; will develop 75 h.p. A. Colvert, Attica Ind.

Attica, Ind., Sept. 9, 1901.
GRAIN DEALERS JOURNAL,
Chicago, Ill.

Gentlemen: Enclosed please find check for advertising engine. Kindly discontinue ad in Grain Dealers Journal as it has already sold my engine, and oblige,

Yours very truly,
A. COLVERT.

SECOND-HAND

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

GRAIN DEALERS JOURNAL
OF CHICAGO.
COSTS 15 CENTS PER LINE.

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

190

Gentlemen—Enclosed find One (\$1.00) Dollar, for which please send the Grain Dealers Journal on the 10th and 25th of each month for one year to

Name of firm.....

Capacity of Elevator Post Office.....

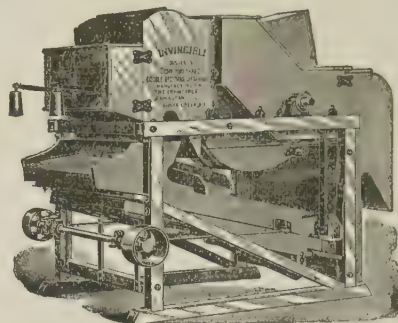
.....bus. State




COVER'S Dust Protectors.
 Rubber Protectors, - - \$2.00
 Metal " - - 1.50
 Sent postpaid on receipt of price; or on TRIAL to responsible parties. Have AUTOMATIC VALVES and fine sponges.
H. S. COVER
 153 Paris St., South Bend, Ind.

INVINCIBLE

Compound-Shake Dustless, Double
RECEIVING SEPARATOR
 (Eleven Sizes)



Meets every requirement of the elevator and warehouse man.
 Made in wood or steel. Runs absolutely smooth and quiet. No shake or tremble.

The Best Money Can Buy.

A cleaner that cleans at a minimum expense for power used. A machine that can be depended upon to do the work required of a separator as it should be done. It has many desirable features which are explained in our catalog.

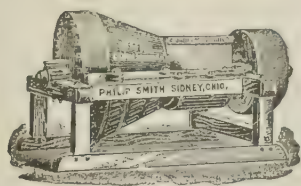
We manufacture a full line of Elevator Machines. Send for catalog.

Invincible Grain Cleaner Company

Invincible Works,
 SILVER CREEK. - - - N. Y.

REPRESENTED BY

W. J. Scott, 94 Traders Bldg., Chicago, Ill.
 Edw. A. Ordway, 512 Exchange Bldg., Kansas City, Mo.
 Chas. H. Scott, Nicollet Hotel, Minneapolis, Minn.
 J. N. Bacon, Balchorne Block, Indianapolis, Ind.



No "Shell Game"

Can clean one out of ear corn so quickly, so neatly and completely as

The OHIO Corn Sheller

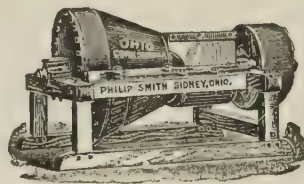
CLEANS CORN FROM THE COBS

It plays "the game" with all shelling surfaces chilled.

New Corn or Old Corn stands no chance. However, it gives everybody satisfaction.

PHILIP SMITH,
SIDNEY, OHIO

Can tell you how his machine does
 "the trick." Ask him.



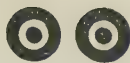
THE MONITOR SCHOOL

LESSON IN MONITOR TYPES.

Monitor Grain Cleaning Machinery is built on types which represent the extreme of perfection in building grain cleaning machinery. In the smallest details they are carefully built to secure the most efficient and economical results. By this mastery of detail in building grain cleaning machinery Monitor machines combine every valuable principle of grain cleaning possessed by other makes and in addition they have exclusive features which are found in no other machines. The result is that Monitor Machines will do more work, better work and give a more general satisfaction. We know this is a strong statement, but we are prepared to prove it to you by the actual demonstration of these machines. May we not go further into details with you.

HUNTLEY MFG. CO., Silver Creek, N. Y.

BRANCHES: { 302 Traders Building, Chicago—F. M. SMITH, Manager.
 418 Third Street, Minneapolis, Minn.—A. F. SHULER, Manager.
 121 Front Street, New York—J. W. PERRINE, Manager.



GRAIN DEALERS JOURNAL

Published on the
10th and 25th of Each Month

BY THE

GRAIN DEALERS COMPANY

255 La Salle Street,
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CHARLES S. CLARK, Manager.

Subscription Rates

if paid in advance One Dollar per year; Sixty Cents for six months; if not paid in advance, \$1.50 per year. Single copies ten cents.

To Foreign Countries within the Postal Union, postage prepaid, \$2.00 per year in advance; to Chicago outside carrier limits, \$1.50.

A Red Wrapper on your Journal means your subscription has expired.

Advertising Rates

furnished on application. The advertising value of the Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth.

"Wanted" and "For Sale" advertisements under the head of Grain Dealers Exchange cost 15 cents per line, each insertion.

Letters

on subjects of interest to those engaged in the grain trade, and trade news items are always welcome.

CHICAGO, ILL., NOVEMBER 25, 1903.

DIRECTORS of the Grain Dealers National Assn. will hold a meeting at Chicago, Dec. 1.

GRINDING of foreign wheat in bond without the exportation of the by-products is the object of a bill introduced in congress by Representative Stevens of Minnesota.

THE privilege question has dwindled to the right to eat turkey tomorrow. Those dealers who have bot grain at a profit will have the privilege to buy a turkey at the ruling prices and of course will be in a mood to enjoy Thanksgiving thoroij, as all shud be.

CARE in coopering and sealing cars is still considered but a trivial matter by many shippers. Ample evidence of this can be secured by consulting the records of the condition of grain cars upon arrival at any of the terminal markets. The number of cars arriving in bad order and without seals is truly distressing to any one honestly desiring a reduction of shortages in grain shipments.

CORN is not moving as freely as many have expected or wished. Prices in central markets are low as compared with those being paid by the feeders. Then, too, corn shippers suffered so many serious losses last year from shipments getting out of condition in transit that they are loathe to try the experiment again. In fact some shipments have arrived out

of condition this year. Even ear corn has sprouted in transit, all of which has a tendency to discourage the would-be shipper.

SPECULATORS who desire to trade on the Chicago Board will be treated more liberally by their brokers since the directors yesterday rescinded their resolution of last year forbidding the advancing of profits on unclosed contracts.

HESSIAN FLIES are reported to be worrying wheat speculators in the neighborhood of St. Louis. Some of the speculators who are extremely bullish are reporting destructions of vast quantities of the grain by rats. The imagination of the average grain speculator is a wonderful thing.

A CEMENT FLOOR in the basement of a grain elevator not only reduces the fire hazard but makes it easy for the operatives to keep the basement clean, thus preventing the waste of large quantities of grain when a choke-up or spill occurs. It is an economical investment, even in small elevators.

FEDERAL INSPECTION so long sought by politicians who feel the need of more heelers is again proposed by North Dakota's junior senator, McCumber. The trade is burdened enuf with political inspectors, and if all the work were placed under the supervision of a federal department it wud be so far away that it would be next to impossible to secure a change in the work or the rules, altho thoroly justified by all trade customs and experiences.

MIXING winter wheat with spring wheat to manufacture No. 1 Northern is a practice credited to Chicago elevators that is about to be investigated by the board of directors of the Board of Trade and, of course, the inspection department will come in for its usual drubbing, which no doubt it fully merits. Winter wheat being deliverable only at a penalty of 5c under contract grade, insures a pretty good profit to the mixer who can so disguise winter wheat as to have it inspected No. 1 Northern.

BUCKET-SHOP keepers seem to profit by advertising themselves to be "board members." They recognize the advantage of such certificate of character more than some of the members of the real board. The only defense against such deception in the hands of the country speculator is to investigate, either by writing to the secretary of the Chicago Board of Trade or to the Grain Dealers Journal, before placing any business with bucket-shop keepers, or others not known to be members of the established exchange.

KANSAS railroads are trying to excuse their delay in moving grain by explaining that they have not sufficient mo-

tive power. Some of the railway officials are so short-sighted they expect this "excuse" to relieve them of all liability to the wud-be shippers. Their conception of railroads' lawful duties to the shipping public has been badly warped and shriveled by long exposure to the blighting rays of favoritism. The age of rank discrimination is near its close; it must give way to fair and uniform rates and service for all.

FIREPROOF grain storehouses continue to gain friends. In some cases the new friends of this style of grain storage have paid dearly to attain their present convictions, but now that the fire is over, they regret they did not pursue the cheapest course before and provide fireproof storage. Steel is lower and no doubt will be much cheaper soon, hence the more extensive use of it in all kinds of fireproof grain storehouses is to be expected. The more fireproof grain storehouses we have the cheaper will insurance be for all the elevator men who patronize the mutual fire insurance companies carrying this class of business.

WILDCAT insurance companies have been preying upon the credulous so long and avariciously that the attention of Congress has finally been called to their swindling schemes by a bill drafted by state insurance commissioners. If it becomes a law, and it will, if the buyers of insurance are alive to their own interests, the wildcats will not be permitted to use the U. S. mails for interstate business when unauthorized to do business in the state where they make their headquarters. This will place an effective check on the many insurance fakirs who have offices in Chicago, altho unauthorized in Illinois, and who dare not do business in the state.

FARMERS in the vicinity of Vilas, S. D., as reported in this number, have been getting very wise and shrewd. Knowing the grain dealer's weakness for believing all statements made by farmers in any matter affecting his business, a farmer tried persistently tho in vain to induce the local buyers to pay more for grain than they could get for it, by telling of the higher prices offered by a receiver of a central market. Fortunately in this case, the buyers did not credit the story, which upon investigation proved to be wholly without foundation. If every country buyer would investigate thoroly the many reports brot to him regarding the high prices of his competitor, he wud soon ignore all such claims, knowing full well that buyers could not afford to pay the reported price. Confidence in the good sense of one's competitors is not often destroyed by false reports from men with grain to sell.

IN VIEW of the recent effort made at Chicago to increase the rate of commission for selling carload wheat from 1/2 to 1c, per bushel, it is of interest to know the commissions charged in other markets. The directors of the Chicago Board of Trade have rejected the petition for the advance and the matter will probably be dropped. Minneapolis rules permit a charge of 1c, but not less than \$5

per car, Toledo and New York not less than $\frac{1}{2}$ c per bushel. Winnipeg not less than 1c per bushel. Pittsburg charges $\frac{1}{2}$ c per bushel. Milwaukee, Baltimore, Cincinnati, St. Louis, Kansas City and Boston charge 1c per bushel, while Buffalo rules, like Chicago, provide for a charge of $\frac{1}{2}$ c.

FLOOD LOSSES at Kansas City and St. Louis last spring, many of which are still unsettled, will be fought out in the courts. The Empire Cattle Company of South Dakota has just brought suit in the U. S. Circuit court to recover \$15,000 damages from the Santa Fe R. R. The plaintiff alleges carelessness on the part of the carrier in not taking the necessary precautions to protect a shipment of 798 head of cattle. No one, not even the railroad managers themselves, will deny but that a remarkable lack of foresight on the part of the railway managers at Kansas City was alone responsible for most of the loss and damage done to freight in cars by the flood of which all had due and ample warning.

KENTUCKY'S Railroad and Warehouse Commission will soon begin to investigate all freight and passenger rates on all railroads of the state, and soon thereafter will fix rates, as it has been authorized to do by a law recently upheld by the supreme court. Many violations of the long and short haul clause within the state are expected to receive the first consideration of the commission. Success in work of this character by the different states is sure to be copied by other states, and the time cannot be far distant when more equitable rates will be established and the interests of all shippers be given fairer consideration. The day of discrimination, the building up of the business of one man, one town or section at the expense of others must become a thing of the past.

REMARKABLE as it may seem, horses have been found, or at least reported to have been found, who refuse absolutely to have anything to do with oats when feed barley is mixed in with them. The reason for this has not yet been discovered. It is thought by some that the horses may recently have signed a temperance pledge. Heretofore all horses have been more than glad to secure the mixture, thus obtaining relief from the monotonous, dry-as-dust, lighter-than-feathers, white husks, passing for oats. Putting in feed barley gives them something to set their teeth on, yet finicky horses, or at least finicky buyers, have objected to the mixture of the grain on the ground that it is a deception. The grain buyer who cannot readily detect barley in oats should resign and go into the grain inspection department.

RE-INSPECTION upon delivery at buyer's house seems still to be permitted in Kansas City. It does not matter how long a time the railroad takes to transfer the car of grain from inspection tracks to elevator or mill. Nothing but extreme selfishness and utter disregard of the rights and interests of the country shipper and the commission man could prompt the buyers of that market to stubbornly maintain their position. Buyers in other markets, thru the assistance of official samplers, are satisfied with 24 hours within which to reject the grain purchased and there seems to be no good reason why the buyers of Kansas City should not be satisfied with a like time for rejection. Surely they are no better than the buyers of other markets. The

inspection is probably just as good and competent samplers can be employed there as well as elsewhere.

LONG TIME CREDITS in the grain business are slowly but surely being eliminated from the carload trade. Many brokers and buyers in the east complain that the feed dealers give such long-time credits to the consumers that they are unable to pay for grain promptly, hence custom has given them all the credit needed to do business on the other fellow's money. It is decidedly unreasonable and unfair to the brokers and buyers that country shippers should go around them and sell to these same retailers of grain. The country shippers will, of course, always insist on having prompt payment, but generally when the country shipper receives an inquiry from the city retailer he can depend upon it that the retailer is greatly in arrears to the local buyers and brokers or else, thru some irregularity, is unable to buy from them at any price. Before attempting to do business with such a retailer it is at least wise to learn of his standing in his local assn. Most of the cities now have grain and feed dealers assns., which are designed to place the business on a safer and better basis.

TWO GREAT TRAVELERS.

Hard-hearted, matter-of-fact grain dealers, as well as the tender hearted ones, will be deeply touched by the sad story of the two eternal wanderers, which are again called to our attention by a letter sent us by a Texas friend of the trade.

Old subscribers, who read carefully every number of the Grain Dealers Journal, will remember of former reports we have published about these two persistent travelers—shipped from one section of the globe to another, "missent," "misdirected," "refused"—horrible examples of carelessness on the part of Cleveland shipping clerks, and convincing proof of the inability of the average grain dealer to recognize a real bargain in oil when dropped off at his door.

Cleveland, O., Nov. 18, 1903.

W. O. Brackett & Co., Sherman, Tex.
Dear Sirs: We were referred to you by W. H. Upton, agent at your place, that you could possibly use a half barrel Extra Fine Cylinder and a half barrel Extra No. 1 lard oil. We have in charge of his company. Both oils are the highest grade manufactured as per enclosed recommend. If you can handle either or both packages we will make the price on the cylinder at 33c and the lard oil at 38c a gal., and date the bill April 1st. The packages are in perfect condition, and you find the oil beautiful and nice.

Kindly let us hear from you, and oblige.

Yours truly,

L. C. Carran Co.

Another remarkable feature of these two travelers is that the style of the Cleveland firm owning the oil changes almost as frequently as the location of the oil. It may be that this very superior quality of cylinder oil and first grade of lubricating oil is not what it is boxed up to be, nevertheless, grain dealers, who are offered them at extremely low prices, shake their heads and wonder that the two barrels, so long offered at bargain prices, are still kept traveling. Altruists throughout the trade, when learning that these two barrels must continue their travels in search of other suckers will drop a tear, and hope that the new year may bring peace and rest to the weary missents.

This game is now so old that no reader of the Grain Dealers Journal has any excuse for being caught.

CONTRACTS verbal and written made by grain dealers with farmers for the future delivery of grain are becoming better recognized. It is not often that a grain buyer has the temerity to prosecute farmers on their contracts, but occasionally we learn of suit being brought. Most of these cases are tried in circuit and justice courts and many are compromised out of court. However, we frequently publish decisions of court and jury upholding such contracts. In the Illinois column this number we published a case recently compromised, the purpose of the grain dealer being to establish among the farmers of his neighborhood a respect for contracts and prove the correctness of his position. Dealers who learn of cases of this character will confer a favor on the entire trade by sending us a report thereof for publication. It will help to strengthen other grain dealers who hesitate to stand up for their rights, and to educate the grain grower to have a higher respect for his contract to sell.

LLOYDS TO BE AVOIDED.

Recent mails have brought us several inquiries from elevator men who are unfortunate enough to have a part of their insurance in responsible stock companies cancelled and rewritten in unheard-of Lloyds. The agent, of course, insisted, when confronted with the facts, that he was working in the interests of the insured. Few dealers, however, have continued, after investigating the facts, to believe in the agent.

It is somewhat remarkable that well-posted grain men will permit themselves to be duped with Lloyds policies, containing nonsensical requirements and unfair provisions. For instance, several of these policies have recently come to light wherein the insured was required to take an inventory of the property covered by the policy every six months. Another very wise provision of these Lloyds policies is that the underwriters shall be liable for only three-fourths of the loss, thereby making the insured carry 25 per cent of his own risk. Inasmuch as the policy holders are not consulted in these matters and very seldom read a policy, it seems like a wanton and unnecessary assumption of liability to provide for even three-fourths of the liability—the Lloyd underwriters could just as well have made the provision for one-fourth loss.

A common practice of some Lloyd managers, as exposed recently by the Insurance Post of Chicago, is of itself enough to prompt every buyer of insurance to refuse absolutely to have a Lloyd policy under any consideration. Those who have such policies should read carefully the following and then wonder at their own credulity.

Chicago Lloyds managers, not content with fleecing the public, will even plunder one another, thus overturning the old adage about honor among thieves. Several of them systematically pass risks around among their associates, leave them till the policies are cancelled for non-payment of premium, and then place them in another Lloyds, thus being able to keep the risks covered for a year without giving up any of the premium the broker has collected from the insured. If a loss should come the claim would be resisted for non-payment of premium, but that is a detail the Lloyds don't bother about.—Insurance Post.

It will pay every grain man to read carefully the provisions of his insurance policies before the fire. Then unjust requirements and unfair provisions can be overcome, but not after the fire.

PATIENCE OF WOULD-BE SHIPPERS EXHAUSTED.

Delay in supplying cars and transporting freight has at last worn out the patience of would-be shippers and the Ohio Grain Dealers' Assn. at its recent meeting in Columbus decided to join with the coal and lumber dealers in a vigorous campaign for the enactment of legislation which shall prevent their being forced to suspend business by the lethargy of rail carriers. It is sincerely to be hoped that the matter will be placed in the hands of men who understand English as well as the technical requirements of constitutional law.

At the last session of the Kansas legislature an effort was made to provide for reciprocal demurrage charges, but it seems that, owing to loose verbiage of the law, it is worse than useless. It provides that "for a failure on the part of the railroad company to furnish cars to any shipper who may, in good faith, apply therefor, it shall forfeit to the person damaged thereby the sum of \$2 for each and every day such failure shall continue after the lapse of a reasonable time for the compliance with such application, in addition to the actual damages by him sustained, to be recovered by action in the district court."

It would be difficult to find any railroad man who would agree with the would-be grain shipper as to what constitutes a reasonable time for the supplying of cars. The railroad company insists that 48 hours is a reasonable time within which a shipper shall load its cars. Such being the case, it would seem reasonable that the shipper should give the carrier at least two days to provide cars for loading.

The clause states very clearly what constitutes "good faith" on the part of the shipper, or, rather, it provides one thing which shall be deemed conclusive evidence that shipper's application for cars is NOT made in good faith, namely, that "should he refuse to deposit 25 per cent of the freight in advance." The law does not state that such deposit shall be accepted as evidence of his good faith.

The law also states that recovery shall be by action in the district court, but that no such action shall be brought until shipper's claim has been submitted to the board of commissioners and they have determined and certified claim to be well founded. The drafters of the law no doubt feared that some shipper might go to this extreme trouble in order to recover amounts properly due him from carriers, and went farther and provided "that such certificates from the board of commissioners shall not be considered evidence as to the merits of shipper's claim."

Texas now has an effective reciprocal demurrage charge of \$50 a day and Virginia seems very likely to successfully enforce its new regulations for carriers which shall secure the provision of ample

shipping facilities for shippers of that state. The movement for relief has begun and no doubt the railroad attorneys will seek to trip up the state legislatures as they did in Kansas, but they will not succeed if the grain dealers are alert and alive to their own interests.

The old-time, jug-handled demurrage charge has too long been used to protect the carriers from delays by shippers while they, the greatest offenders, have been permitted to go scot free. The grain dealers of the middle states suffered so many aggravating and heavy losses and interferences with their business last winter that they are now full ready to get out and work like trojans for the enactment of laws which shall forever prevent their being forced to suspend business by the incapacity of the rail carriers.

Observations.

By Spectator.

One of the regular grain dealers in Western Iowa states that the railroad agent at his station objects to making notations on Bills of Lading and Way Bills showing that cars have been loaded above the grain line, or that cars of smaller capacity have been ordered than those furnished. Rather than antagonize the agent he has submitted to a number of overcharges based on minimum weights, but he has been advised to take the subject up with the Division Superintendent or to write to Geo. A. Wells, Sec'y of the Iowa Grain Dealers' Assn., who has expressed a readiness to act for buyers in just such matters as this. Are any other dealers having a similar experience?

* * * *

A most reprehensible practice on the part of one of the leading grain commission houses of the N.-W. has been brought to the attention of the writer. It is alleged that this firm, in order to impress its shippers with the high market prices which they obtain, arrange with the buyer to allow an additional $\frac{1}{2}$ lb. dockage on wheat in consideration of $\frac{1}{8}$ c greater price. At the present range of values this, of course, results in an actual loss to the shipper, as $\frac{1}{2}$ lb. dockage is equivalent to considerably more than $\frac{1}{8}$ c per bu. Dealers in the hard spring wheat territory, who are obtaining "fancy" prices will do well to ask for inspection certificates, after account sales have been rendered, and if they find that they are being made the victims of such malpractice a remedy can undoubtedly be provided. Those who are members of a grain dealers' association should then take the matter up with the proper officer.

* * * *

Much unnecessary loss and hard-feeling might be avoided if dealers would write at once to receivers in terminal markets, when anything does not appear right or equitable, courteously calling attention to the matter and asking for an explanation or correction. Oftentimes a dealer will simply cut off all connection with the house which he feels has not treated him fairly and make no complaint until weeks or possibly months afterwards when a traveling agent calls on him. It is then rather difficult to make a full investigation of the matter and the average solicitor does not give his employers very

complete data in such cases. Another dealer will adopt a different course. He makes a furious attack upon the receiver, accuses him of attempt to defraud or alludes to the "steal." The result of this abuse is not infrequently to arouse the ire of the person, firm or company addressed and lead to a curt reply. If, however, the suggestion made above is followed, the dealer will usually find that his correspondent is ready to take the matter up promptly and endeavor to give satisfaction. Responsible houses realize that a reputation for honesty and fair treatment is good business capital, and they will go to considerable lengths to maintain it. Where a difference of opinion or judgment arises, both parties have recourse to arbitration.

The same principle applies to dealings with the railroad companies. Where shippers have a grievance they will do well to take the matter up through the station agent, and if he refuses to give satisfaction or is indifferent, application should be made to the division superintendent or some other responsible official. The writer has handled a good many difficult cases of this kind, and, although he has not always carried his point, the railroad people have never failed to give careful consideration to his statements. Comparatively unimportant matters are frequently made the subject of an exhaustive investigation, as shown by the papers submitted to him afterwards.

* * * *

It is curious the way some things come about. Nearly a year ago the daughter of a wealthy farmer residing in N. W. Iowa was sent to one of our large cities to attend a conservatory of music. While there she became acquainted with the young and handsome junior partner of a prominent commission firm, and he was so well advertised in her letters home that "papa" concluded to ship his grain directly to the young man's house, instead of selling it to the local dealers. The result was so satisfactory that he spread the glad tidings far and near among his neighbors, and for a while farmers' shipments poured in on the unfortunate commission firm—unfortunate for the reason that it lost them three large and profitable connections in two adjacent towns and caused them no end of trouble with others. In fact, they are still hearing from the matter. Moral to young commission merchants: Do not tell your business when you flirt with farmers' daughters.

Pointers for Shippers.

See that car initials are placed on Bills of Lading and that the latter are forwarded to consignees promptly, so that if the shipments are delayed in transit they can be readily traced from the other end. By this means deliveries can often be greatly expedited.

Shippers who are located on the few remaining narrow-gauge lines are frequently subjected to overcharges in terminal markets based on minimum weights, although they have no supervision over the transfer of the grain where it strikes the standard gauge road. A prominent railroad official states that this may be avoided by having the agent at the point of shipment make the following notation on way bill: "Narrow-gauge cars loaded to their full capacity," when such is the case. This will be taken into account at the freight office where expense bills are issued and charges based on actual weights.

Asked— Answered

BEST WAY TO RID ELEVATOR OF WEEVIL.

Grain Dealers Journal: Will some of the readers of the Journal please advise us the best way to rid an elevator of weevil?—S.

WERE YOU PAID?

Grain Dealers Journal: Has any reader ever secured payment of a claim on a railroad company for loss incurred in consequence of a decline in the market while grain was on the road an unreasonable length of time?—D. I. C.

THE PROBLEM IN OATS.

Grain Dealers Journal: In regard to the "Problem in Oats" by C. T., in the Journal of Oct. 25, I would say that I have proved as have many others that the Winchester bushel is not correct.

On page 39 of my book entitled "Weighing Grain without Hopper or Platform Scales" examples will be found of weighing oats that test from 32 to 27 pounds. The divisors increase as the weight decreases; and hence, if less than 27 pounds it will be easy to make up the divisor from examples given.—F. P. Miller, Chetopa, Kan.

REMEDY WANTED FOR INTERIOR DISCOUNTS.

Grain Dealers Journal: We have trouble every fall and winter with shipments of grain sent to Eastern interior buyers. We sell corn to Philadelphia buyers and it is resold to interior dealers, who are chronic kickers. Generally they will claim corn has arrived "hot" or "in a heating condition" and refuse to accept except that we allow a heavy discount. They often do this, even tho the market has advanced and the weather been perfect for the safe transportation of grain. We are convinced that many of these claims are prompted solely by avarice. The interior dealers recognize that it wud be cheaper for shipper to stand a 5 to 10 cent discount than to reship to a central market. The only remedy we deem practicable is for the association to investigate each case and blacklist each dealer making a false report. Recipients of this list wud be placed on their guard and given

a chance to escape frequent losses from this cause.—S. R. B.

HAS NO RATE-MAKING POWER.

Grain Dealers Journal: In reply to the inquiry in the Journal's last issue I would say that the Interstate Commerce Commission has not prepared any schedule of freight rates. In fact, it has no rate-making power whatever. It can only order a carrier to "desist" from continuing a rate or practice found to be unjust or unreasonable, and is then dependent upon an order of the circuit court to enforce its decision.—C.

A PROBLEM IN OATS.

Grain Dealers Journal: In your asked and answered column of Oct. 25th C. T. asks: "How many bushels, of light oats raised this year, should a bin of 64973 cu. in. hold?" In answering this, it is necessary to know the "measure-weight" of his oats, that is, how much does a standard bushel measureful of his oats weigh?

I have pointed out, in this journal. March 10, 1903, the necessity of knowing the measure-weight of any grain shipped, at the time of shipment, in order to make an estimate of the natural loss by shrinkage, by the time the grain arrives at its destination. From repeated experiments in storing grain, I have made some rules which may help in arriving at the solution of these problems. I would be glad to give the Journal a copy of my tables, that its readers can put them to test.

In solving the above problem, we may

suppose for example, that the oats in question will grade No. 3 standard and that they are October oats. By referring to the table it will be seen opposite October and under grade No. 3 standard, that the m-w (measure-weight) of the oats threshed in August, should be 30 lbs. 5 oz. That is, the n-w (natural-weight) of a bushel measureful in August, weighing 30 lbs., has by October shrunk about 5 ozs. It will therefore require for that month, 5 oz. more of the oats, such as they then weigh, to fill the measure of 2150.42 cu. in. capacity.

To find the number of bushels of these oats to fill the above bin, holding 302 m-w (figures before m-w mean number of, and figures after m-w mean weight of), we multiply 30 lbs. 5 oz. by 302 and find the grain-weight to be 9154 lbs. 6 oz. Dividing the 9154 lbs. 6 oz. by 32, the answer will be 286 bushels 2 lbs. 6 oz.

To find the number of bushels of wheat the said bin will hold in October, we multiply the m-w of the wheat, say No. 3 October, which, by the wheat and rye rule, is 57 lbs. 2 oz., by the 302 m-w and we have the grain-weight, 17251 lbs. 12 oz., which if divided by 60 equals 287 bushels 31 lbs. 12 oz. of wheat.—C. L. S.

Exports of corn oil cake, which the bureau of statistics has recently commenced publishing, were 1,920,500 pounds, valued at \$11,974, for the 3 months prior to October 1.

Exports of linseed oil cake for the 9 months prior to October 1 amounted to 511,393,575 pounds; compared with 433,598,774 pounds for the corresponding months of last year.

SQUIRE'S WHEAT AND RYE RULE.

MEASURE-WEIGHT, OR WT. OF 2150.42 CUBIC IN. AT ANY MONTH

Grades, Rye 1, 2, Standard				or Better		B-W, 58
Wheat..... 1, 2, 3 lbs.,				ozs., Standard		B-W, 60
				or lbs.	ozs.	Months
August.....	61, 59, 57	"	6	or	8	1
September.....	61, 59, 57	"	4	or	6	2
October.....	61, 59, 57	"	2	or	4	3
November.....	61, 59, 57	"	0	or	2	4
December.....	60, 58, 56	"	14	or	16	5
January.....	60, 58, 56	"	12	or	14	6
February.....	60, 58, 56	"	10	or	12	7
March.....	60, 58, 56	"	8	or	10	8
April.....	60, 58, 56	"	6	or	8	9
May.....	60, 58, 56	"	4	or	6	10
June.....	60, 58, 56	"	2	or	4	11
July.....	60, 58, 56	"	0	or	2	

SQUIRE'S OATS RULE.

MEASURE-WEIGHT, OR WT. OF 2150.42 CU. IN. OF OATS AT ANY MONTH OF AGE.

Grades 1, 2, 3, Standard		or Better		NATURAL WT., as the oats dry out.	
Aug.	34, 32, 30 lbs.	ozs. Standard	or 1 lb.	1, 2, 3, Standard	or Better.
Sept.	34, 32, 30	" 2	or 1 " 1½ oz.	33, 31, 29, lb. 14 oz.	or 1 lb. 14½ Oz.
Oct.	34, 32, 30	" 5	or 1 " 3	33, 31, 29, " 11	or 1 " 13
Nov.	34, 32, 30	" 8	or 1 " 4½	33, 31, 29, " 8	or 1 " 11½
Dec.	34, 32, 30	" 11	or 1 " 6	33, 31, 29, " 5	or 1 " 10
Jan.	34, 32, 30	" 14	or 1 " 7½	33, 31, 29, " 2	or 1 " 8½
Feb.	35, 33, 31	" 1	or 1 " 9	32, 30, 28, " 15	or 1 " 7
Mch.	35, 33, 31	" 4	or 1 " 10½	32, 30, 28, " 12	or 1 " 5½
Apl.	35, 33, 31	" 7	or 1 " 12	32, 30, 28, " 9	or 1 " 4
May	35, 33, 31	" 10	or 1 " 13½	32, 30, 28, " 6	or 1 " 2½
Jun.	35, 33, 31	" 13	or 1 " 15	32, 30, 28, " 3	or 1 " 1
Jul.	36, 34, 32	" 0	or 1 " ½	32, 30, 28, " 0	or 0 " 15½

Seeds

Clay County, Ill., is a large country market for red top seed.

Seed exports from Baltimore during the week ending Nov. 20 were 683 bus. of timothy seed.

O. W. Loeffler, of Bad Axe, Mich., reports clover seed a very poor crop in that vicinity, but the yield is good.

Arbitration was asked on 9 cars of timothy seed at Chicago recently; and the contract grade was sustained on 6 cars.

The A. J. Brown Seed Co., of Grand Rapids, Mich., has secured an additional building and will put in bean picking machines.

A resolution calling for a congressional investigation of the free seed distribution frauds is to be introduced in the house.

Albert Dickinson, seedsman, has recently bot ground on Clark near 16th street, Chicago, Ill., and now controls a valuable site, 629 x 79 ft.

The Corn Belt Seed House has been incorporated at Camden, N. J. The capital stock is \$100,000; and the incorporators are R. Chas. Cook, C. W. Buckley and B. B. Verden.

The Southern Seed Co. has been incorporated at Louisville, Ky. The capital stock is \$50,000; and the incorporators are Jas. F. Tinsley, of Richmond, Va., A. D. Ladoux, of New York, N. Y., R. S. Merimee, of Louisville, Ky., and others.

Clover seed in the vicinity of Roann, Ind., is nearly all in; had a large acreage but light yield and poor quality. Very little good enough for No. 2, except the big English, which was early. Most of the little red going No. 3 and rejected.—T. J. Lewis & Bro.

The acreage of clover seed harvested in Michigan compared with an average is 61 per cent. The average yield per acre this season is 1.16 bus. Owing to unfavorable weather much of the clover failed to fill and consequently was cut for hay.—Fred M. Warner, secy. of state, Lansing, Mich.

The four important points in the selection of seed corn emphasized by the Department of Agriculture are: 1. Select fully matured seed, or at least the ripest that can be obtained. 2. Bring the corn from the field before freezing weather and keep it in a warm, dry place, with ample ventilation, until thoroughly dried. 3. Store in a dry, cool place. 4. Test for germination before planting.

Seed exports for the 9 months prior to October 1 were: Clover seed, 9,568,587 pounds; flaxseed, 1,006,128 bus.; timothy seed, 12,099,292 pounds and other grass seed valued at \$137,452; compared with 4,678,800 pounds of clover seed, 485,522 bus. of flaxseed, 5,758,031 pounds of timothy seed and other grass seed valued at \$181,346, for the same months of 1902, as reported by O. P. Austin, chief of the bureau of statistics.

Clover seed receipts at Toledo for the week ending Nov. 21 were 3,195 bags; compared with 4,100 bags for the corresponding week of last year; receipts for the season have been 72,100 bags, compared with 51,390 bags for last season. Shipments for the week ending Nov. 21

were 300 bags, compared with 1,074 bags for the corresponding week of 1902; shipments for the season have been 9,656 bags, compared with 9,706 bags for last season.

Judge Waite, U. S. General Appraiser, New York, has decided in favor of D. M. Ferry & Co., and the Lohman Seed Co., of Detroit, Mich., on the valuation of seed imported, having found that there are no wholesale prices for garden seeds.

Seeds to burn is one of the luxuries enjoyed by the free seed department of the Washington government. Last week the department burned \$30,000 worth of seeds left over from the congressional distribution last April. During the summer the pile became infested with bugs and worms, and Purchasing Agent Peters had the decaying mass thrown into the furnace.

Speculation will continue to control the clover seed market in the near future; the bulls have absorbed the receipts, expecting the rush will be over soon. Some eastern buyers took a little, but large majority are still waiting. Some of the October bulls paid cash for their seed, locked it up and have thrown the key away. They are stayers, not scalpers. October receipts will aggregate nearly 40,000 bags. November receipts will be smaller, but do not expect any runaway markets as the result. Accept fair profits on the bulges.—C. A. King & Co.

Seed receipts at Chicago during the week ending Nov. 21 were: Timothy seed, 1,126,570 pounds; clover seed, 135,850 pounds; other grass seed, 502,495 pounds; flaxseed, 51,600 bus.; compared with 2,004,950 pounds of timothy seed, 568,550 pounds of clover seed, 435,000 pounds of other grass seed and 308,400 bus. of flaxseed for the corresponding week of 1902. Shipments for the week ending Nov. 21 were: 307,210 pounds of timothy seed, 214,450 pounds of clover seed, 1,518,084 pounds of other grass seed and 2,070 bus. of flaxseed; compared with 731,252 pounds of timothy seed, 131,200 pounds of clover seed, 742,904 pounds of other grass seed and 18,712 bus. of flaxseed for the corresponding week of last year.

Books Received

MACARONI WHEAT IN FOREIGN MARKETS.—In reply to the circular letter sent out by the Department of State Sept. 22, at the request of the Department of Agriculture, the U. S. consuls at 36 cities in France, Belgium, Germany, Italy, Spain, Switzerland, the United Kingdom, and other countries in Europe have given what little information they are able to gather. One consul says: "I have made diligent inquiry, and from all sources have been advised that the prospects for the sale of macaroni wheat are not good." From the letters of the consuls it appears that the demand for wheat to be consumed as macaroni is limited and capable of but slight development. The most encouraging prospect for the marketing of the great quantities of macaroni wheat that are beginning to be grown in the United States is suggested by the consul at Odessa, Russia, who states that the macaroni wheat flour is made into bread equal in all respects to the best bread made in that country.—Daily consular reports of Nov. 9 and Nov. 23, Department of Commerce and Labor, Washington, D. C.

St. Joseph Market Growing.

The growth of the grain market at St. Joseph, Mo., during the past summer has been very gratifying to the dealers who formed the St. Joseph Board of Trade last spring. With 50 members at its inception, the Board's membership has increased to 85.

The Board has a trading room for the cash business in which sessions are held daily from 12 until 1:30 o'clock. The cash market will be improved Jan. 1 on the completion of the American Hominy Co.'s remodeled mill, which will take 2,000 to 3,000 bus. of corn every day. The commission merchants are selling three



T. P. Gordon, St. Joseph, Mo

times as much grain as last year. One grain receiving firm recently had 20 cars in the yards one morning.

Since the organization of the Board of Trade the grain business of the city has kept pace in growth with the increase in membership. St. Joseph has 3 large, well equipped, independent elevators, with prospects of 2 more in the near future, one to be built probably by Gregg Bros. The 3 flour mills and the corn mill all have elevators in connection.

Soon the Board hopes to go a little farther and branch out for some of the future business in grain and provisions.

T. P. Gordon, whose portrait is given herewith, has been president of the Board since its organization, and is doing all that can be done legitimately to develop the local grain market. With its railroad advantages, both in and out, the grain business of St. Joseph is bound to grow.

Exports of foreign beans and peas during the nine months prior to Oct. 1 were 69,986 bus.; compared with 26,830 bus. for the corresponding months of last year.

Exports of glucose for the 9 months prior to October 1 amounted to 116,204,216 pounds; compared with 78,647,713 pounds for the corresponding months of last year.

Score cards with an explanation of points in judging samples of wheat, corn and oats have been prepared for the use of students by the department of agronomy of the Iowa State College.

Letters From Dealers

TIPS.

Grain Dealers Journal: The patience of commission merchants is often severely taxed by the persistency with which some of their correspondents ask them for tips on the market, such requests being not infrequently accompanied by a full and frank revelation of the views held by the writer, who, if he be a grain shipper, invariably feels "bullish."

This situation is greatly aggravated when the one who seeks information is a good customer and shrewd enough in the conduct of his own business to be able to command a large cash trade which is worth soliciting.

Why is it that shippers do not see the futility of such a question?

If any broker could foresee the course of the market, even for one day, how long would he be in taking advantage of his own opportunity to make a fortune and retire from the business?

The man who gives you advice on the market is simply "tooting" for commissions.—Warren.

OMIT SHIPPER'S NAME FROM BILL OF LADING.

Grain Dealers Journal: General Freight Agent Pearce of the Omaha road has recently had his attention called to the fact that in many cases shippers' names are omitted from Bills of Lading for grain originating at stations on his line. This appears to be due to the difference between the form of the Shipping Order and the Bill of Lading.

Originally they are attached, so that both can be filled out at the same time by the use of a carbon sheet, the S/O being folded over the B/L. The former, however, has no blank space at the top for insertion of the shipper's name, which has to be written in separately on the B/L. As a consequence this is frequently overlooked, and the B/L becomes valueless as an indication of the title to the property. Mr. Pearce was quite concerned to learn of the agents' negligence in failing to take note of anything so important, and steps have been taken to provide a remedy.—T. A. A., Minneapolis.

THE FARMERS WOULD SHIP.

Grain Dealers Journal: The representative of a leading grain commission house states that some weeks ago his firm was flooded with letters from farmers in Eastern S. D. asking for quotations on barley. To all of these a courteous but evasive reply was returned, and they were advised to sell to dealers at the nearest stations, those being mentioned who were shipping to the commission merchants. It was stated that they could probably realize more in this way than by consigning the grain and running the risk of a decline in the market.

Some of them did this and secured the favorable prices then ruling, but a majority shipped it themselves. Most of the cars were delayed in transit, owing to the heavy movement of traffic, and nearly all struck the market at a time when everything but very choice barley was go-

ing a-begging; for the heavy receipts had brought about a severe decline. The result was another heavy loss for the "down-trodden" producers. Will they be any wiser another time? Hardly.—A. T. C., Flandreau, S. D.

SAVING INTEREST ON ADVANCES

Grain Dealers Journal: Have any of my brother dealers who secure funds from some commission house by giving their note at a specified rate of interest ever reflected how much they could save in the course of a year by arranging to have the advances made in "open account?" If not, they would do well to take the matter up the next time the traveling agent of the firm calls on them.

Usually arrangements are made by a dealer for sufficient funds to carry him along when the movement of grain is very heavy, and at such times as this falls off he finds himself with considerable surplus which he is not using but on which he is paying interest.

By adopting the other plan he allows interest only on the actual amount of his overdraft, and he will also find it easier to obtain accommodations in excess of the amount originally bargained for, if he should need them, than if he had a hard and fast agreement secured by a note. If his commission house will not work on that plan there are others—among the best—who will.—T. A. Stone.

RAILROAD CLAIMS.

Grain Dealers Journal: Notwithstanding that the filing of claims against railroad companies is one of the commonest occurrences in the grain business, very few are properly handled by the claimants, which show that while a great many business men do know how to proceed, a very many do not understand it.

In the first place the railroad requires the original bill of lading. If the goods were shipped "to order" and the railroad refused to give up the lading, even tho it was cancelled, they are always willing to furnish a duplicate. This is an entirely different paper from the duplicate lading issued by the railroad at the time of shipment, in that it is a document issued by a railroad company, designating why it was issued, and that it is a copy of an original one in their possession.

Railroad companies also require claims to be accompanied by the original paid expense bill, or freight receipt. A duplicate is not accepted, for the reason that if duplicates were received in connection with claims, a railroad would never know when they had got thru settling any specific claim.

Again, a bill should be made out, stating the nature of the claim, giving car number and other particulars, and a receipt taken from the railroad company with which these papers are deposited in order to prove the surrender of said papers. These papers are valuable ones to the claimant, for the reasons given above. It is very desirable to take copies of all these papers and each time that a letter is written to the railroad company in connection with a claim, to file a copy of the letter with these papers, even if it is only a request to hasten the settlement of the claim.

Country receivers of freight from large shippers are apt to be very careless in respect to furnishing the proper papers to the shippers, which they are bound to supply in proper form, and ought not otherwise to expect an adjustment of their

claim with the shipper if their claim lies against the shipper instead of the railroad company, which of course depends upon the nature of the terms of sale.

In case of shortage or damage to the property in transit, the receiver should require the station agent to note on the back of the paid expense bill whether or no the car arrived in good order and seals intact. This is very important for the reason that in that case a claim carries with it evidence given by one of their own employees, and for that reason not likely to be disputed. In case of shortage, if the loss did not arise from leakage, and it was found the contents of the car had been transferred to another car en route, that fact should be stated. Usually that is given on the expense bill. In case of bulk goods, and a shortage is found, a certificate of weight should be furnished, and this certificate should be sworn to. In case of a considerable shortage it is a good plan to call in some party not interested to declare over his signature that shortage was found as stated, and all claims should be turned in as soon as possible after the arrival of the goods.

There are some cases in which package goods are shipped, lading reading "shippers load and count". It would seem that the receiver of goods so shipped ought in self-protection to require that an employee of the railroad company be present when the goods are unloaded, else there is not the proper opportunity to establish fact of shortage. It would seem that such lading should not have been issued originally, but it is quite common. If shortage is found in case of package goods, the station agent should be required to make notation on the bill of lading stating he found the shipment short so many packages. In case of damage to goods, the receiver, when he pays the freight, should require the station agent to note fact of damage on the back of the freight expense bill. The important thing is to secure, in writing, the testimony of the railroad employee from which the goods were received, because such testimony is worth more than any other in the eyes of the railroad company which is to pass on the claim.

In case of an overcharge of freight, and the rate of freight is stated in the lading, no party should pay in excess of that amount, if it can possibly be avoided. In some cases, however, there are back charges which, through error, were not originally paid by the shipper and go forward on the way-bill, or which might be intended to be collected with the freight, but not entered on the bill of lading, or deducted with the freight in the invoice. The country station agent, however, has no discretion and is obliged to collect what his way-bill calls for. Frequently this over-charge can be adjusted, if promptly taken up, and refunded at the station where the goods were received, which is far better than being obliged to collect the over-payment through a claim being filed, which, as every business man knows, is a slow process of adjustment.—L. C. Breed, St. Louis.

The average yield of rough rice was estimated Nov. 10 by the Bureau of Statistics to have been 32.7 bus. per acre; compared with 27.3 in 1902.

The corn crop was estimated by the Department of Agriculture, Nov. 10, to have been 2,313,000,000 bus., an average of 25.8 per acre; compared with 26.8 bus. a year ago.

Grain Carriers

Tugmen settled their strike at Cleveland after being out a week.

The Burlington road has opened its cut-off between Tracey and Oskaloosa, Iowa.

The Muscatine North & South Railroad is to be extended, it is said, to Burlington, Ia.

Boston's grain exports early in November have been the heaviest in several months.

A line will be built from Pine Bluff, Ark., to Varner and Watson, via Ladds Mill.—T.

The Illinois Southern Ry. will be extended from Salem, Ill., to Terre Haute, Ind.—T.

A line connecting Wenatchee with Chelan Falls, Wash., is to be built in 1904 by the Great Northern.

The Evansville & Terre Haute road will expend \$50,000 improving its terminal at Terre Haute.—T.

The Pere Marquette R. R. Co. has surveyed the route for a new line from Leota to Stratford, Mich.—T.

Corn had to be shoveled overboard by the crew of the steamer Frost which ran ashore on Manitou Island.

A deeper approach to the Canadian Soo Canal is to be made under a contract just let for 200,000 cu. yds. of excavation.

The Ft. Smith & Western Ry., a new line, has been put in operation between Guthrie, Okla., and Ft. Smith, Ark.—T.

The Brazil Grain & Shipping Co., of Brazil, N. D., is arranging to build from Tunbridge, N. D., to Washburn, 83 miles.

The 15 per cent advance in rates on the Mexican line, which was to have become effective Nov. 25, has been canceled.

The Erie Canal was placed under the jurisdiction of the federal government by a recent decision of the supreme court. The vote was 5 to 4.

The Canada, Lacross & Southwestern, which was organized 15 years ago, at last will begin construction of the line from the Soo to St. Joseph, Mo.

Work has been commenced on the southeastern sections of the Colorado, Oklahoma & Texas R. R., a new line extending from Pueblo to Denison, Tex.—T.

The Rock Island road has completed surveys for a new line from Burlington to St. Louis, which will give a direct route to the latter city from Minneapolis.—T.

Track is being laid on the 70-mile cut-off of the Great Northern between Columbia Falls and Rexford, Mont., and will be pushed as fast as possible to Whitefish.

Shipments of wheat from Duluth to Chicago have been made in times of corners; but the arrival of the steamer Mesaba Nov. 9 is the first under ordinary market conditions.

Rate schedules no longer express the arbitrary dictum of the traffic official. The competition of markets, in connection with sectional competition, determines the tariffs of the railroads, and the office of traffic official is to interpret and adjust these varying conditions to the business of his

line.—Railway Age. Just so; to figure out how much the "traffic will stand."

A railroad will be built from Lone Rock, Wis., via Plain, White Mound, Lime Ridge, Cazenovi, Sandusky and Ironton to La Valle. This will open up a rich section of farming country.—T.

The Interstate Commerce Commission decided Nov. 15 that the rate of 30½ cents on wheat for export from Wichita, Kan., to Galveston, Tex., is unreasonable to the extent of 2 cents per 100 lbs.

In considering the reasonable rate the Interstate Commerce Commission now is giving more weight to the recent decision of the supreme court that a railroad is entitled to only a fair return on the actual investment.

Navigation between Lakes Erie and Huron was completely blocked Nov. 17 by the sinking of the steamers W. L. Brown and S. S. Curry in the Lime Kilns channel. A large fleet of delayed steamers has anchored above and below the blockade.

Grain rates were not taken up as expected by the Interstate Commerce Commission at its Chicago meeting, Nov. 14. The taking of testimony on the relations between the Union Pacific and the Omaha Elevator Co., at Council Bluffs, was postponed to Dec. 15 at Washington.

The Kentucky statute enacted in 1900 giving the state railroad commission full power to make rates, has just been upheld by the supreme court, and the commission is about to unravel the tangle of rates that the railroads have forced on the shippers in the state to serve their favored interests in other states.

Car ferriage, supposed to be limited in practice to crossing narrow channels, will be applied the coming season to the navigation of the entire length of one of the Great Lakes. Water transportation is so much cheaper than rail that the boats can afford to carry not only the contents of the cars, but the cars and their contents.

The Gould system won a big victory over the Pennsylvania road recently in the decision of a court at Hagerstown, Md., permitting the Western Maryland road to cross the Chesapeake & Ohio canal seven times in building the extension of 60 miles to Cumberland. The Pennsylvania fought the application thru the B. & O. road, which it controls, and which has a lease on the canal.

The largest cargo of grain ever carried out of Chicago or ever loaded on fresh water was taken out by the steamer J. H. Reed Nov. 12 from Peavey's South Chicago elevator. Its cargo was 271,000 bus., or 5,450 bus. more than that of the steamer Superior City. It was intended that the Reed should have taken 20,000 bus. more, but in shifting the boat got away from the dock and could not get back, owing to the water being lower than usual. H. A. Foss, Board of Trade weighmaster, believes this record will stand a long time, unless the boats are built longer.

The railroad companies entering large terminal markets such as Chicago and St. Louis require the surrender of bill of lading or shipping receipt in each instance before they will switch cars for unloading, and it is very important for dealers at interior points to forward bills of lading to receiving houses promptly, so that they will arrive in advance of the grain itself. Otherwise delivery is delayed and loads are liable to deteriorate in quality while they are standing on track.—T.

Supply Trade

The Hart Grain Weigher Co., of Peoria, Ill., is erecting a building 50x128 ft. and 3 stories high.

A partial list of foreign users of Allis-Chalmers Engines, filling 78 pages, is being issued from the company's Chicago office.

Van Ness & Wilson, grain commission merchants, Chicago, are issuing a novelty to their friends in the trade in the form of a puzzle bill holder, which is at once useful and pleasing.

Never run the same ad twice in the same paper. It looks as though you lacked argument, and also that strict attention to business which is so creative of good opinions.—Tengwall Talk.

The Chicago Gasoline Engine Co. has been incorporated at Chicago, Ill., to manufacture gasoline engines. The capital stock is \$2,500; and the incorporators are David R. Anderson, Chas. V. Barker and Ashley C. Smith.

P. H. Pelkey, contractor and builder of grain elevators, Winfield, Kan., on Jan. 1, will remove his headquarters to Wichita, Kan. Mr. Pelkey will carry a stock of elevator machinery and gasoline engines at 118 S. Lawrence street.

Herbert H. Rice, advertising manager for the Nordyke & Marmon Co., of Indianapolis, Ind., has severed his long connection with the company, to become manager of the advertising and catalog department of a large mercantile house at Kansas City, Mo.

Judge Holdom has enjoined the strikers from interfering with the business of the H. W. Caldwell & Son Co., at Chicago, Ill. The court will not permit "picketing" to intimidate the 350 men working in the plant, who are satisfied with the hours and wages.

The Otto Gas Engine Works, of Philadelphia and Chicago, have increased their capital stock to \$2,500,000. The plant will be greatly enlarged. Gas engines up to 2,000 h. p. will be built; and some of the machinery used in connection with gasoline engines will be manufactured.

An advertising appropriation is not a question of taking money out of the treasury, but of putting it in; not of spending money, but of making it; not a question of liberality, but of judicious investment, based on well-founded faith in the resources of the state.—Printer's Ink.

Indiana manufacturers, in consequence of the numerous strikes that have hampered industry the past year, have decided to adopt a new form of contract with their employees, providing that the latter will be dealt with only as individuals, not as members of unions. The manufacturers agree to pay for one year the wages stipulated in the agreement.

Fluck (should be pronounced Fluke), of Liverpool, defaulted on 450,000 pounds ribs sold for October delivery, and asks the courts to help him avoid his liabilities. If the bears can collect money when they win, and not pay when they lose, the time is not distant when buyers will be scarce.—Pope & Eckhardt Co.

DEALERS OF FOUR STATES MEET AT ST. JOSEPH

A meeting of grain dealers of Southwest Iowa, Northwest Missouri, Northeast Kansas and Southeast Nebraska was held in the Monroe Club Rooms, St. Joseph, Mo., Friday afternoon, Nov. 20.

The meeting was called to order shortly after 3 o'clock by D. Hunter, Hamburg, Ia., pres. of the Grain Dealers Union. In opening the meeting Mr. Hunter spoke as follows:

It gives me a great deal of pleasure to meet you here today altho there are only a few of you, probably one-fourth of what we expected, the call being made for practically four states, Iowa, Missouri, Nebraska and Kansas, to meet at this central point to discuss matters of benefit to all the different states. We expected to have at least 100 members, but they do not seem to have taken the interest in their own affairs that the secretaries of the different assns. are taking for them. We think there are a great many things that could be discussed here to advantage by the different members if they would only take a little interest in it themselves and exchange ideas on the methods of doing business in the different states. That was the idea of this meeting, but we will have to get along with the few that are here, and to those who are here I wish to say we are glad to see you.

E. J. Smiley, secy. of the Kansas assn., has a paper which he would like to read. He makes a few suggestions you people might like to discuss.

Mr. Smiley read the following paper:

MR. SMILEY'S PAPER.

Mr. Chairman and Gentlemen!

I am grateful for the privilege of being permitted to present to this convention of grain dealers several subjects that we deem of special importance to the trade.

GRAIN DELAYED BY CARRIERS.—Numerous complaints have been filed with me the present season complaining of the transportation companies' refusal or neglect to furnish equipment sufficient to handle shipments tendered by them, and the negligence of the companies to move grain after loaded.

There is no doubt but what the demands made on the transportation companies the present season are greater than ever before in a single crop year, and in excess of their ability to comply with, but viewing the situation from a disinterested standpoint, few of the companies in our state have apparently made an effort to improve the existing condition, and as a result shippers have lost thousands of dollars. Every other class of freight takes precedence over grain for the reason that grain being dead freight, and as the traffic managers suppose, they will secure the haul of same whether they furnish the necessary equipment when ordered or not.

The usual excuse given by the traffic managers of the lines throughout Kansas for not being able to furnish the necessary equipment to move the grain tendered is on account of the large crop produced and the desire on the part of the farmers to deliver the bulk of the grain direct from the thrasher to the station. But this is not the only complaint the shipper makes. They allege that after cars are loaded and bills of lading issued for same, cars are allowed to remain on side tracks at point of origin or some side track between point of origin and destination an indefinite period, in many instances causing material losses to the shipper. Whatever the reason may be, many shippers have sustained material losses on account of the grain heating while in transit or a declining market. We think that any excuse the companies may make for the delaying of grain in transit after issuing bill of lading for same is lame. Shippers have the right to expect of the transportation companies as common carriers the prompt handling of grain after issuing bill of

lading, and there should be some action taken at this meeting that will tend to bring about the desired result.

A number of shippers throughout the state of Kansas have filed complaint with the Board of Railroad Commissioners praying them to issue an order compelling the operating departments of the different Kansas lines to furnish necessary equipment and to move loaded cars promptly. In several instances such orders have been made, but no attention has been paid to them.

HOLD TRACKS NEEDED.—It would appear that a part of this unnecessary delay is caused by the transportation companies not furnishing tracks designated as hold tracks at terminal markets, especially Kansas City. A delegation from the Kansas City Board of Trade appeared before the State Board of Railroad Commissioners Wednesday, Nov. 11th, requesting the Board to adopt a rule requiring the railroads entering Kansas City from the west to designate a hold track where grain cars could be concentrated to await the state grain inspectors. All shippers should be interested in this matter because of the fact that the adoption of such a rule would relieve them of demurrage and insure them against long delays in railroad yards which mean a heavy loss because of the fluctuating markets. The rule will provide in the event of its adoption that the railroads must designate a track as a hold track on which cars must be placed, and if not placed on such track the roads will not have the right to charge demurrage.

Mr. J. W. Radford, Chief Grain Inspector, states that it is not infrequent for cars of grain to stand in the yards for a number of days before they were found and inspected, and in many instances it was equally as long a time before they were removed to elevators and unloaded. In the opinion of Mr. Radford, if such an order was made, it would prevent a congestion of cars in the yards and would prove a great advantage not only to the shipper but to the transportation companies. The Board of Railroad Commissioners have made such an order in both St. Louis and Kansas City which has already become effective. We understand from an official source that the U. P. Ry. have agreed to set aside a sufficient number of tracks which will be designated as hold tracks and that grain billed to Kansas City would be placed on these tracks and the consignee promptly notified on the arrival of the grain. As there are shippers here from Iowa, Missouri, Nebraska and Kansas, and all being equally interested in this matter, would it not be well for the chair to appoint a committee to wait on the general freight agents of the lines entering Kansas City and endeavor to lay this matter before them in such a manner that they would grant what we would term a reasonable request.

DELAYED REINSPCTIONS.—Another matter of special interest to the grain trade, especially those located in the corn district, is the matter of delayed reinspections on the Kansas City market. Doubtless all of you will remember the agitation of a rule of the Kansas City Board of Trade relative to delayed reinspections on the Kansas City market last February. A majority of the receivers, members of the Kansas City Board of Trade, succeeded in having a rule passed compelling the buyers to receive or reject the grain on sale within 24 hours from time of sale. The nearest they could come to having this rule made effective was that it was modified by having the words "Unless otherwise agreed" read into the rule. I beg to quote you from the amended rule, Sec. 9, Art. 15, of the Kansas City Board of Trade:

"Unless otherwise agreed purchasers of commodities sold in car loads on the open board during trading hours or cars bought of members on Kansas City terms to arrive and samples delivered during trading hours (but not including deliveries from Kansas City elevators) may have such cars sampled by an official sampler."

Acting on my suggestion a number of shippers wrote their commission men as follows:

"Please bear in mind that any and all grain that we may hereafter consign to you must be sold under the new rule rela-

tive to inspections and that the words "unless otherwise agreed" must not be applied to any of our shipments."

The following in most instances is reply to same:

"We have your letter and note your instructions with reference to the sale of your grain. We will, of course, be glad to comply, but we want to advise you that there is not an elevator in Kansas City that would buy a car of grain excepting on the old term rule, that is, the grain must be like grade and sample on arrival at the elevator. We could probably sell a reasonable amount of grain for shipment or to buyers outside of the regular mills and elevators on terms you demand. We rather think it would be advisable for the shippers in the country to leave matters of this sort to the commission man; considerable sacrifice in price might be necessary to follow out your instructions in every instance."

After this rule was modified the majority of the buyers signed a notice to the effect that they would buy only on old terms, which meant that the grain must reach the elevator or warehouse and be subject to their examination before accepting same. You will note that as far as Kansas City buyers are concerned they ignore the new rule and take advantage of the three words "unless otherwise agreed". A number of our members have reported to me lately that they have sustained material losses on account of grain being detained between the time of its arrival in Kansas City and delivery to the elevator. In a circular issued Aug. 28th I recommended to our members that they write to their commission firms protesting against this rule and insist that their consignments be sold under the new rules. Owing to the fact that all of the principal markets of the country with the exception of Kansas City compel purchasers of grain to accept or reject same before 1 o'clock the next business day and succeed in enforcing such a rule, we are at a loss to understand why such a rule cannot be enforced by the members of the Kansas City market. A member of the Kansas City Board of Trade lately assigned as a reason why such a rule could not be enforced was on account of the negligence of the transportation companies to move the stuff promptly after ordered to the elevators. The transportation companies on the other hand claim that the sellers of grain are negligent in giving orders for its disposition, and that there is not sufficient elevator capacity in Kansas City to promptly handle the volume of grain arriving at that market. Whatever the cause may be it is time that the shippers made a thorough investigation in order to place the blame where it belongs. If the transportation companies are entirely at fault they are liable to the purchaser of the grain for whatever loss he may sustain. The shipper being located at interior points, in many instances far from the terminal market, is not aware of the way his grain is being handled, thus causing him loss; while the receiver or purchaser of this grain can if so disposed ascertain that the grain is being delayed and notify the line of road in whose care grain is, and if the grain deteriorates in quality on account of this delay they will hold them responsible. It has been suggested to the writer by a number of shippers that the members of the Kansas City Board of Trade be notified that unless they can handle promptly the grain entrusted to their care that they will be compelled to find another market.

OFFICIAL STATE WEIGHTS.—Another matter of importance to the shipper has lately been brought to my attention and calls for an immediate and thorough investigation. It is alleged by shippers in all parts of our state that they are not receiving official state weights on their grain as taken by the official state weighers, but are charged for same. The statement was made to me officially the past week that a number of receivers are returning certificates of weight as furnished by the weighing department and demanding the return of fees charged. While we do not make any charge it is possible that in some instances the receiver is receiving the benefit of the charge made and not returning the certificate of weight to the country shipper who is entitled to same, he being charged 50 cts. per car for the service. I would suggest that on your return home you look over your A-S and find whether you have been receiving these certificates of weight by the weighing department of the state, and if not receiving same that you give me car number and initial, date of shipment, and I will cheerfully take the matter up with the Chief

Grain Inspector and have him check the car numbers against the car numbers on which demand has been made by the receiver for the return of the fee. As late as yesterday a large shipper located in Kansas advised me that he had requested his receivers in Kansas City to furnish him with Official weight certificate on all shipments; and in their reply they stated they were unable to procure the certificates. Mr. Radford, Chief Grain Inspector of the state of Kansas promised me that he would be in attendance at this meeting, and I would request of him that he advise you fully in this matter.

ST. LOUIS WEIGHTS—Some weeks ago I mailed a circular enclosing copy of circular issued by the Weighing Committee of the Merchants Exchange in which they advised that all of the elevators and mills of St. Louis and E. St. Louis had agreed to permit a Merchants Exchange weigher to check the weights of all grain received. I strongly suggested in the circular mailed you, that when shipping grain to the St. Louis market you insist on Merchants Exchange weights. Since issuing this circular we note in the columns of the press that the Board of Railroad Commissioners of the state of Missouri and Illinois had notified the officials of the different exchanges that they would not longer be permitted to check the weights of the public elevators in Kansas City, Mo., E. St. Louis and St. Louis. It now remains to be seen whether this order will be obeyed and the Exchange weighers permitted to check the weights. From evidence in my possession there is no question but what there is something radically wrong with the weights taken in St. Louis. I beg to quote you from a letter received from a prominent shipper operating a line of stations having a large and well equipped elevator through which the grain originating at country points passes and is weighed out over an 80,000 capacity hopper scale before forwarded to destination. This letter bears date of 11-2:

"We note your circular referring to the weighing of grain at St. Louis. There certainly ought to be a change made in their system there. We have been shipping a great deal of wheat to St. Louis this fall, but our shipments have been nearly equally divided between Chicago, Kansas City and St. Louis, and to show that something is wrong with their weighing system we give you the return weights on the last 20 cars heard from to Oct. 20th. The average shrink on the 20 cars to Kansas City was 147 lbs., to Chicago 161 lbs. and to St. Louis 596 lbs. Our heaviest shrinks have been on cars to the — Mill Co. We have nearly always had heavy shrinks on the cars that went to them. We are not the only grain dealers that are complaining of the weights of the — Mill Co., St. Louis."

Owing to the fact that these people have the best facilities that money will purchase for weighing grain, the comparison they made between Kansas City, St. Louis and Chicago shows conclusively that something is wrong.

DEDUCTIONS FROM WEIGHTS—I note in the columns of the press that the Board of Railroad Commissioners of the state of Missouri notified the public elevator owners and operators in both Kansas City and St. Louis that they would not allow the deduction of 3 lbs. per M. to be made in St. Louis houses or the 100 lbs. per car to be taken in Kansas City. There is no law on the statute books of the state of Missouri or Kansas permitting the elevator concerns to make this deduction, but as stated by a prominent member of the Kansas City Board of Trade it had become a custom and he thought that the shipper should be willing to allow this deduction to be made. This is a question that has long agitated all millers and country shippers, but we feel quite sure that they have never been convinced why this deduction should be made.

The questions I have just mentioned are certainly of vital importance to every grain dealer in attendance at this meeting, and in order to remedy and improve these conditions it is necessary for us as individuals and an Association to constantly agitate the matters referred to, and we will eventually secure what we are entitled to—better service.

Prof. Hunter: I know you are all interested in Mr. Smiley's paper and we invite discussion of the facts brought out in this paper. We will be glad to hear from anybody.

Mr. Smiley: Mr. Chairman, Mr. Stibbens, secy. of the National Assn., is here

and I would like to hear from him on any or all of these subjects.

SECRETARY STIBBENS' ADDRESS.

Mr. Chairman and Gentlemen: I do not know that I am in a position to discuss the question of weight certificates at Kansas City, Kan., and Kansas City, Mo., as I am not familiar with the facts and it would be entirely out of place for me to undertake to discuss something of which I have no personal knowledge.

In regard to the St. Louis proposition I am somewhat familiar with that and I believe that I state the truth when I say all the agitation we might stir up in regard to such questions as that in public meetings will not accomplish what we want. The only effective way in which to eradicate the evils in terminal markets is to call secretaries' meetings at these places and investigate and find what the trouble is, take the matter up with the board of trade's weighing committee and bring pressure to bear in that way to eradicate existing evils.

I believe today that the St. Louis weight proposition is in worse shape than it ever has been since the Merchants Exchange has undertaken to supervise the weighing in that market. A short time ago the Railroad and Warehouse commissioners met and stated they would not allow Merchants Exchange weighers to take weights in that market. Of course you are probably all aware that there never were any state weighers in the elevators at East St. Louis until the Merchants Exchange took steps to inaugurate a weighing department and, thru some political pull, the governor of Illinois immediately placed state weighers in the public elevators. True, that department has no jurisdiction over the private elevators, but they tried to force their weighers into the private elevators, which was not permitted, and then they tried to inspect grain into private elevators.

As I said before, I think the way to remedy this thing is to call a secretaries' meeting at this market, find out where the trouble is, go before their board of directors and bring pressure to bear upon them, and I think that is the proper course to pursue at Kansas City if there is anything wrong there in regard to certificates.

I would like to call the attention of shippers to the practice of loading decrepit cars and sending them to market. I took the trouble to tabulate the cars received in bad condition at Kansas City and Chicago during the month of October, and weighed by the board of trade weighing departments. In Chicago there was a total of 3,735 bad order cars, as follows:

Leaking grain doors 1,193, leaking over grain doors 584, leaking at side of cars 546, leaking at ends of cars 765, leaky car boxes 647. Total cars weighed 28,000, making one leaky car in every 8, or an average per cent of 131-3 leaking cars.

At Kansas City the total number of bad order cars received was 1,967. There arrived without seals 542, leaking at grain door 215, leaking at other places 1,210. Total cars weighed 4,902, making one leaky car in every 2½ cars, or an average per cent of 40%.

The only safe way in which to load large cars of grain is to double the doors, and until that is done grain will be continually leaking in transit and these shortages will continue. There are more shortages caused by leakage in transit and bad order cars than in any other way. You can go into the terminal yards at the different markets where cars have been set on side-track with doors open and find three-fourths of the cars leaking in grain door. I believe that by careful coöpering of cars you can avoid a great deal of this, and certainly it is to your interest to refuse to load these bad order cars.

Pres. Hunter: Is there any more discussion on this subject? You are all interested in this matter or ought to be. Is Mr. Mentzer in the room? Mr. Mentzer is State Supervisor of Weights at Kansas City, Kan.

Mr. J. R. Mentzer spoke as follows:

MR. MENTZER'S ADDRESS.

Mr. Chairman and Gentlemen: I am unprepared to make very much of a talk along this line. If I had received a few hours' notice I might have equipped myself with information that would have been of interest to you. But in regard to the delivery of certificates to the members of the Board of Trade at Kansas City I want to say to you that every car that is

weighed at the Kansas elevators at Kansas City, these certificates are made out promptly each morning and delivered promptly before 10 o'clock each day, and there is no reason in the world for the statement that these certificates are not delivered. I was very much interested in Mr. Smiley's paper. I may have overlooked or do not remember just now what he stated in regard to the delivery of these certificates of weights at Kansas City. Our weighmaster reports at the end of each day and the office force writes out these certificates promptly each morning.

We do not carry individual accounts with the consignee. For instance, at the Union Pacific Elevator every car weighed at that elevator is credited to the Union Pacific or the Midland Elevator Co. At the Maple Leaf elevator, they pretend to be doing strictly a railroad transfer business. We deliver the certificates on all cars weighed at the Maple Leaf elevator to the Maple Leaf Elevator Co. At the Rock Island Elevator now we deliver the certificates to the Rosenbaum Grain Co.; until a short time ago we delivered the certificates to Counselman & Co. At the Rosedale Elevator we deliver the certificates to Fowler & Co. At the Memphis Elevator we deliver to Brodnax & McLiney. At the Frisco Elevator we deliver to John I. Glover & Son. Now, whether these weights are delivered to the consignee I am unable to say, but I know these certificates are delivered to the parties I have named.

I would like to be able to talk along this line a few minutes but I am unprepared. I did not know a thing about coming up here until a few minutes before the meeting. I want to assure you of one thing, that your interests are being taken care of on the part of the state of Kansas at Kansas City. I have a department down there that is very well organized and I believe thoroughly competent to do this work. I believe we have the capacity and are doing more to protect the interests of everybody interested in matters of this kind at Kansas City than any one else. Of course I understand that we are not recognized in a great many matters along this line. The Board of Trade does not recognize us, but we are doing the work just the same. We are doing the weighing. Whenever a certificate of weight is issued from the Memphis elevator, the Frisco Elevator, the Union Pacific Elevator or any other elevator we see them personally weigh the grain. The Board of Trade does not weigh anything at any elevator in Kansas where I have men, and I am prepared to prove any statement I make along this line.

* * *

I am handicapped in bringing about a splendid condition of affairs down in Kansas City by reason of the fact that I am unable to get the information I would like to have. I would like to know from the patrons of that market when they send stuff in. I would like to know the consignee on all this stuff. Of course I can learn after a time but it takes a whole lot of time and my time is limited when it comes to handling a great lot of cars. There are matters coming up every day in my business which show to me beyond any doubt that the Kansas Department is far superior to the Board of Trade Department. Of course I understand that the Board of Trade is credited with everything that is good.

It is only a short time ago that one of my men reported a car in a leaky condition at the Maple Leaf Yards. On investigation I learned that it was the fault of the railroad, the car having arrived in the city in good condition, but in switching around they had jerked and bumped the car until it had sprung a leak. I called up the consignee and by reason of the fact that I understood there was a rule in force that matters pertaining to leaks could not be taken up with the Kansas Department, I was determined to get information to the shipper, but not to give it to the consignee until he had written me asking for this information. He wanted to know why, and I told him the reason was that I knew the Board of Trade was not in possession of the information I had and I told him just as soon as I received his returns on the car that if he would give me the Chicago weight on it I would give him the information I had. It went on for two or three weeks and I thought it was about time I was being informed of the Chicago weight on the car and they told me, after I had requested the information again, that they had not received it.

In a couple of days more I called their attention by phone to the fact that I was anxious to receive the Chicago weight on that car; in two or three days more I

called their attention to it again and at that time they gave me the Chicago weight on the car. Now they said: "We want the information you have in regard to the leakage on that car." I said, "All right. You just write me that there is a shortage and you would like to have information regarding it." There was a young lady at the fone and she told me she would call somebody's attention to it, but nothing was done. I saw the young lady after that and she told me they would like to see me in their office.

I thought they would jump on me when I went in and they did, properly. The impression I had was that according to the rule they could not take the matter up with me. In the meantime I took the matter up with the shipper and he took it up with the consignee. They told me that I had not acted right in the matter, but by reason of the fact that they ignored the Kansas Department I thought it proper to take the matter up with the shipper. Where members of the Board of Trade are disposed to treat us fairly I take the matter up with the consignee and shipper at the same time, but as I say I am not always in a position to know who the shipper is.

As I stated before I am not prepared to give you a talk on this matter, having come up here on short notice, but I do say that the Kansas Department is furnishing everybody concerned in these matters with the best service possible, and I came up here thinking that I would probably hear something that would bring about a better condition of things at Kansas City.

Pres. Hunter: Mr. Wells, secy. of the Iowa Assn., is here and we would like to hear from him.

SECRETARY WELLS' ADDRESS.

I do not know that I could give you a talk that would interest you very much. As Mr. Stibbens says, these matters are here and we haven't very much knowledge about them excepting the statements that are made, which of course would make it appear that there is something wrong somewhere. I believe the only way these troubles will ever be remedied is by more complete organization of the National and affiliated assns. It is true that the state assns. have done a great deal of work, but when it comes to exercising prestige and influence with the railroad companies, I tell you, gentlemen, it takes something more than a little agitation in a room 30 x 50 by fifty grain dealers.

You can go away from here and none of the railroads will know you have ever met. You have to have better organization. We have done a great deal of work. The secretaries have met and done work in an irregular way, but I believe we are becoming better organized. We have a committee composed of all the secretaries of the state assns., and it is the idea to unite the prestige of all the state assns., to secure results along these lines, and in that way get the prestige of the National Assn. itself. Now, there were some resolutions passed at the meeting at Minneapolis and I know that some of them have had effect. I think there was a railroad resolution covering something along this line.

These matters of reform are slow. You can't correct the abuses at Kansas City or St. Louis in a day or a year. Mr. Stibbens says the conditions in St. Louis are worse today than ever before. I can't quite agree with him. The road to reform is a rough one and things seem sometimes to be rough when they are probably getting clearer. The states of Illinois and Missouri are all taking a hand together with the Board of Trade in the matter of supervision of weights and it is a pretty hard matter to clear up.

The question of shortage, as complained of by shippers, I believe is a great injustice to commission merchants, so far as the stealage, as they sometimes and generally call it, is concerned. The modern elevator is constructed in a way which I believe is almost impossible to steal grain in the weights, if there is any supervision at all. The great trouble is the stealage in the yards and in transit. The records read by Mr. Stibbens show that plainly, and if you will walk thru the yards of these terminal markets you will satisfy yourself of this condition. When in St. Louis we saw twelve cars ready to be unloaded and every one of them was leaking. Another thing about the shortages is that we do not know what the shortages are. A large number of shippers have no weights. We do not know anything about what the shortages are and perhaps it is a good thing we do not.

I am surprised that commission mer-

chants are so indifferent about these terminal methods and terminal conditions, when this whole thing is continually reflecting upon them. When I go out in the country among our members they will sometimes say:

"Do you know such a firm? What do you think of them?" I will tell them I think they are good people and they will say:

"We don't think so. We had a car down there and they stole fifty bushels on us."

It seems surprising to me that the commission merchants are so indifferent, and will stand and let these things work against them all the while. With all these troubles we have down there commission merchants are continually coming back and trying to argue the shipper out of it. The only thing to do is to hold them to it and demand supervision of weights.

As to the question of certificates of weight at Kansas City, I hardly get on the inside of the matter from what has been said. I know it to be a fact that shippers do not always demand certificates and I know it to be a fact that commission merchants are withholding these certificates to a certain extent. The matter of supervision in Kansas City is something I know nothing about, and could not of course discuss it at all.

O. A. Cooper, Humboldt, Neb.: Speaking about the number of cars arriving in bad order, I would like to tell our experience in that matter. We have a line of elevators. They are all west of us and all our grain is handled at Humboldt. The cars are well coopered and doors doubled, and no cars leave there in bad order. But we have noticed probably every fourth car that comes back from Kansas City or St. Louis are marked "leaking" and as a rule the shrinkage on these cars is not heavier than on the others. As far as the Kansas City weights are concerned, the last six months they could not be better.

Another thing we have noticed. We have shipped about equally to Chicago, St. Louis and Kansas City and we have not one car in twenty-five that goes to Chicago is marked "leaking," while probably 3 out of 4 to Kansas City or St. Louis is marked "leaking". The only grievance we have in Kansas City at this time is re-inspection. Three or four days after a car is sold we receive notice that they have called for re-inspection, and they deduct probably a cent a bushel because the car is not up to grade. Our grain is all alike. We do not plug cars.

It is a common thing in Kansas City to call for re-inspection and allow one or two cents to sell it. I do not know of anything like that at Chicago or St. Louis. Of the weights in Kansas City for the last six months we have no complaint. We have a grievance now where two cars were weighed 5,000 pounds short, but it was an elevator we had blacklisted. When the weights came back they were 5,000 pounds short of our weights. I do not think anybody can get any better weights than we have.

Mr. Stibbens: I am requested by the president of the St. Joseph Board of Trade to announce to this audience that they will serve a luncheon in this room at about 7:30 and all visiting grain dealers are requested to remain.

J. C. Gregg, St. Joseph: It seems to me that when shortages occur thru loss by stealage or errors some way should be devised so there will be no room for complaint for the shipper. After an experience of a number of years I am firmly convinced that the greater part of the shortage occurs at the elevators where it is delivered and that this matter can be corrected at the elevators.

It has occurred to me that it would be a good idea for the shippers about the country to notify their secretary of each shortage that occurs, then have the secretary take up the matter with the parties

to whom the grain is delivered and let them investigate the cause and report back to the secretary, the secretary back to the shipper. If the shortages occur in some particular elevator the shippers can avoid that elevator. We have had instances in Kansas City where we have sent direct orders not to deliver to such elevators as we might name for the reason that with very few exceptions they were short in weight, and I believe if the shippers in the country were a unit in not patronizing such elevators or sending requests not to deliver to such elevators, there would be a great reformation in that direction.

Mr. Wells: I would like to reply to this gentleman. I think that something like a year ago I started to make a record of the shortages in order to find out what elevators were responsible for them. I found after I had carried the work on for a while that it did not amount to anything. The complaints were scattered all around. I will venture to say that I can go thru my letter file and find letters that will offer complaints against nearly every commission house in this country. It is hard to get at the facts. That is what we are after, and that is what this committee was appointed for and we are working toward that end.

J. C. Gregg: I move that this matter of weights be referred to a committee of four in order to get information in regard to correct weights.

O. A. Talbot: In order to arrive at some action I make a motion that each man who has had experience with shortages give it and name the market and the firm where the shortage has occurred.

Pres. Hunter: There are two motions before the house. I do not hear any second. I want to say in reply to Mr. Gregg that the plan you speak of has been tried by nearly every assn. in the country and every grain dealer was asked to report to his secy. every shortage he had,—where it was, and where he shipped it to. For a while a few of them did make these reports, but many of them came from dealers who had no facilities whatever for weighing. That might be revived again if we can get reports from people who have facilities for weighing. It has been tried once. It may be tried again.

Mr. Wells: In regard to appointing a committee to look after this matter the gentleman does not seem to remember that the National Assn. have appointed an Advisory Committee to look after this matter. I believe this committee is doing all that can be done. As secretaries of the state assns. we do not like to antagonize people who are our friends, the people who are confining their business to regular dealers and cutting out the scoopers. It is rather a delicate thing when you are blacklisting a man's business.

Mr. Cooper: I think there is no other way to get at this matter but to have our secretaries take it up.

Pres. Hunter: I think we have discussed this matter pretty thoroughly and that we had better stand adjourned.

The meeting adjourned sine die.

THE BANQUET.

The "luncheon" provided by the Board of Trade and served in the Monroe Club Rooms was in reality a banquet.

At 9 o'clock everything was ready and about fifty visiting dealers and their hosts from the St. Joe Board of Trade and the Monroe Club sat down at a long table decorated with flowers, ferns and white linen.

After all had partaken to their fill of

blue points, cold meats, salads, coffee and ice cream and cake, cigars were passed and T. P. Gordon, acting as Toastmaster, read the following:

THE TOASTMASTER'S WELCOME.

Gentlemen and Fellow Grain Men of the Four Greatest Grain States of America, viz., Kansas, Nebraska, Iowa and Missouri:

It gives me pleasure, in behalf of the St. Joseph Board of Trade, to welcome you to our City, and I am sure I speak the sentiments of every member of our Association when I say that we are especially gratified to see so many representative grain men of the four great states present, and to have the privilege of offering you an expression of our pleasure, in the humble way that we have. I assure you we do not wish this expression to be considered a fair measure of our magnanimity, but it is the best we could do in the short time we have had to prepare for it.

We also hope that it will suffice to cause you to remember us with a goodly portion of your patronage when you go hence, and that you will not forget us until we can have another opportunity of having you visit us again.

We fully appreciate this fact that there is nothing too good for a grain man, for we all agree that it is not only a noble business, when it is honorably followed, but is susceptible to the greatest fields of development (The Farmer's Fields); also, the greatest opportunities of activity: The World for a market, with no bad accounts, and no old stock to rust or become shelf-worn.

The three essentials in the success of the grain business are: Competency, Integrity and Ability, and to these three we might add a good quantity of labor, without which there is no excellency.

The object of the St. Joseph Board of Trade is to promote and advance the Commercial and Manufacturing Interests of St. Joseph, and to inculcate just and equitable principles of trade, establish and maintain uniformity in the commercial usages of the City, acquire, preserve and disseminate valuable information, and to avoid and adjust, as far as practicable, the controversies and misunderstandings which may arise between individuals engaged in grain when they have no acknowledged rules to guide them, and we hope this may accomplish not only all this, but more.

We also hope that your visit to our City will result in stronger ties of friendship between members of your Union and our citizens, and that you, as well as ourselves, will profit by your coming among us, and we also hope that this is only the beginning of many returns of the same, with an increased attendance at each successive event of this kind.

Again allow me, in the most earnest way possible, to extend to you a hearty welcome.

Geo. A. Stibbens was called upon and spoke briefly of the organization of the grain dealers in Iowa and called attention to the benefits derived from the arbitration feature of the National Assn.

J. C. Gregg, St. Joe, Mo., read the following paper:

MR. GREGG'S RESPONSE.

Near the 40 minutes north latitude and 95 minutes west latitude as designated by the world's chart, about equidistant from the great oceans and about midway between the Great Lakes on the north and the Gulf of Mexico on the south, in the richest valley of the longest river in the world, are we gathered today.

Representing as you do, the best portions of the four best agricultural states in the Union, I take it you do not come here with a grievance on account of the small amount of grain handled at your various towns, but to devise some plan whereby greater facilities may be offered and less oppressions suffered. It is the surplus grain of this arable land about which we are concerned.

We not only produce sufficient for our home people, but the products are carried into other states and territories; after supplying these, then across the waters to foreign countries and in return to be enriched with their gold; but when gaunt famine and pestilence stalk abroad in foreign lands, without questioning locality or nationality, American laden vessels may be seen in distant seas, distributing the treasures of her overflowing store houses at the very doors of the destitute and famishing.

The population per acre of the four states, a portion of which you represent, are forty-five in Missouri, forty in Iowa, eighteen in Kansas and fourteen in Nebraska, and yet these four states produce between one-third and one-half of the corn crop of the United States, and about the same relative proportion of oats, and this within boundary lines but little greater than those of the state of Texas.

All over this wonderful productive territory, prosperity among the farmers is so great that buildings are being torn down and replaced with much larger, and yet no special note is made of it. So rare were such cases in ancient times that one such instance was of sufficient moment to find a place in the sacred writings.

It is said there is a section of country in Palestine a distance of less than two hundred miles, extending from Mt. Hermon to the Dead Sea, that has in its confines, representatives of the Flora and Fauna of every other region of the globe from the Arctic Circle to the Tropics, and yet it affords but a scanty living for its few inhabitants, its valleys being narrow and its uplands unproductive, unlike our own rich country, one unbroken valley extending from the Rockies to the Alleghenies, a distance of about fifteen hundred miles, a territory for extent and productiveness unsurpassed on the habitable globe.

To meet the demands of this section, the railroads are taxed beyond their capacities,—double tracks, straighter lines, lower grades, larger cars and heavier engines is the order of the day, and yet the farmer still leads the railroad.

To be born and reared in such a country should be as self-satisfying as to the young man from the east of whom it was said that for business reasons he had wandered far from his native city. While attending a revival service in the small town where he had taken up his abode, an urgent invitation was extended during the services to all sinners to come forward to the anxious seat to be prayed for by the brothers and sisters of the church.

As the young man did not accept the invitation, the revivalist walked down the aisle and placed his hand on the young man's shoulder, inquiring, "Have you never felt any desire to be born again?" The answer was given at once, "No. I was born in Boston."

On the other hand, I sometimes wonder the grain dealer does not give up in despair with short weights, missing grades, overcharges in freight, demurrage and re-consigning charges (the latter a new invention for persecution), shortage of cars, delays in transit, a slave of the farmer and servant of railroad.

No doubt when he lies down to take his last long sleep, not on account of future hope but from past experience, he can exclaim with the sainted Apostle, "O, Death, where is thy sting? O, Grave, where is thy victory?"

Now to matters that more immediately concern us all. Some one familiar with the accessibility of St. Joseph has invited you here, and we, the grain dealers of this city, join heartily in that invitation.

In this connection, I wish to state we are just as favorably located with reference to freight as to the persons. We do not make claim as the largest grain center in the west, but for this immediate territory there is none better.

It is true we should have greater storage capacity, but recent legislation in our national congress precludes the idea of individuals building terminal elevators of sufficient capacity to meet the demands. Either there must be more favorable legislation or railroads must build and operate their own terminal elevators. As a matter of economy and convenience, they must be built near the point of production in order to save expensive freight charges to the more distant places.

R. M. Bacheller, General Agent of the Santa Fe, told several amusing stories.

Mr. Sam Modder, an attorney of St. Joseph, told several witty stories and recited a beautiful poem.

The Toastmaster introduced Geo. A. Wells of Des Moines as the "Man from the Greatest Corn State in the Country."

Mr. Wells said: I can't talk on anything but grain and grain assns. I have been holding from 3 to 5 meetings each week for the past six weeks. Aside from the work that the assns. are doing I believe the social feature is very beneficial. The grain dealers are getting closer to-

gether each day and smoothing over roads that were rough. I am sure that those of us who are here tonight fully appreciate the kindness and hospitality of the St. Joe people in entertaining us. I am the only one here, I believe, from my section of the country, and I wish now to express my appreciation of the hospitality of the St. Joe dealers and the Monroe Club.

A number of other dealers present vied with each other in telling funny stories, some of which we are not permitted to publish.

E. J. Smiley: I move that we adjourn. The motion was seconded.

Mr. Stibbens: Before we adjourn in behalf of the visiting grain dealers I wish to express my appreciation of the hospitality and entertainment which has been afforded us by the St. Joseph Board of Trade and the Monroe Club. Let all the visiting grain dealers in favor rise to their feet.

The vote was unanimous, and the motion to adjourn was put and carried.

A meeting of northwest Missouri editors was being held in the Board of Trade building, and upon invitation a number of the dealers enjoyed a short vaudeville performance there after the banquet.

CONVENTION NOTES.

The only man from Nebraska was J. M. Norton, Hastings.

The Kansas State Grain Inspection Dept. was represented by Jno. R. Mentzer, Supervisor of Weights.

C. A. Dayton Grain Co. distributed circular pocket mirrors, on the reverse side of which, underneath a glass, is a device for obtaining tips on the market.

Some of the other people present were: G. A. Stibbens, Chicago; Col. C. T. Proudy and J. C. Robb, Kingfisher, O. T.; W. M. Clampitt, T. P. Gordon, Mr. Leichtig, I. Modder, P. J. Mathews, St. Joe.

Those in attendance from Iowa were: G. H. Currier, Prescott; D. Hunter, Hamburg; W. M. Hewitt, Lenox; W. E. Riggs, Kent; T. W. Shambaugh, Clarinda; O. A. Talbot, Keokuk; F. Taylor, Corning; Geo. A. Wells, Des Moines.

Missouri was represented as follows: A. H. Bailey, Forest City; J. T. Christian, Rockport; Geo. R. Jones, Phelps City; E. W. Kruse, Higginsville; H. F. Leet, Marysville; J. M. Scamman, Tarkio; M. Varner, Odessa; F. W. Walter, Corning.

The Kansas delegation included: C. M. Berkley, Hamlin; A. H. Bennett, Topeka; E. N. Bailey, Baileyville; O. Denton, Leavenworth; J. R. Glenn, Robinson; R. B. Gibbs, Morral; F. P. Lint, Atchison; B. C. Ragan, Valley Falls; C. E. Sheldon, Powhattan, Kan.; F. J. Smith, Hamlin; E. J. Smiley, Topeka.

Linseed oil sold at Minneapolis Nov. 6 at 29 cents per gallon, the lowest price in 6 years.

Pres. John O. Foering, of the Chief Grain Inspectors' National Assn., is issuing a call for a conference of representatives of grain trade organizations to agree on a plan to prevent a national inspection law.

E. P. Bacon, chairman of the executive committee of the Interstate Commerce Law Convention, has sent to all the 1,800 important commercial organizations in the country the vigorously worded resolutions adopted Oct. 13 by the Chicago Board of Trade, with copies of the bill to be introduced.—T.

Grain Trade News

CANADA.

The Canadian Northern has recently added to its equipment 29 locomotives and 1,050 box cars.

Edmonton, N. W. T.—The Grand Trunk Pacific has surveying parties both ways from Edmonton.

Montreal, Que.—H. H. Snowdon, of the H. D. Metcalfe Co., has been admitted to membership in the Board of Trade.

Ninette, Man.—The eltr. of the Winnipeg Eltr. Co. burned Nov. 17 with 2,500 bus. of wheat. Loss, \$4,200; fully insured.

Port Arthur, Ont.—A new eltr. is talked of for Port Arthur which will be built by a private grain concern on the C. N. Ry. water front.

Winnipeg, Man.—The Canadian Pacific has notified the Grain Exchange that insurance on grain in the eltrs. will also cover grain in cars within the 100-ft. limit.

The Canadian Bean Co., which was recently formed, will endeavor to prevent the cutting of prices. The company includes many of the leading dealers in Kent and Essex counties, Ont.

Nesbitt, Man.—The Northern and Dominion Eltrs. at this station are filled with wheat and have been unable to get a car for 2 weeks. Not one car has been shipped from Nesbitt for a month.

Winnipeg, Man., Nov. 20.—Crops in Manitoba and Territories this season will be 15 to 20 millions short of last season. Most of the wheat damaged by wet fall and early frosts.—Stead & Herriot Eltr. Co.

Brandon, Man.—The eltr. which Alexander & Law Bros. purchased from the Farmers' Eltr. Co. some time ago has been moved up to the company's mill, the former site having been needed by the C. P. Ry. for its tracks.

Winnipeg, Man.—Warehouse Commissioner C. C. Castle reports the grain movement in a congested condition at Virden, Boissevain, Cartwright, Nesbitt, Kemnay, Pierson, Glen Ewen, and several points west of Melita.

Montreal, Que.—The Montreal Grain Elevating Co. has threatened suit against the board of harbor commissioners to recover the value of the floating eltr. which was sunk last May and also for its not being available during the season. The eltr. was valued at \$20,000.

Fort William, Ont.—The total shipments of 1903 wheat from the terminal eltrs. of the C. N. and C. P. Rys. for the week ending Nov. 14 were 8,158,497 bus.; compared with 12,866,203 bus. to the corresponding date of 1902, showing that to the same date of 1902 4,707,706 more bus. had been shipped.

Only 33 grain loading platforms have been laid along the lines of the Canadian Pacific this fall; compared with 116 during the preceding season, showing that farmers are less enthusiastic over the plan of shipping their own grain. So many new eltrs. have been erected there is little need for the platforms.

Winnipeg, Man., Nov. 14.—The weather has been perfect for the past 5 weeks and the grain in the west has nearly all been gathered in. The damage from early fall rains and frost is proving greater than expected; the estimate for the season of the wheat crop in Manitoba and the Northwest Territories is not over 47,000,000 bus. and 10,000,000 bu. of this will probably grade under No. 3 northern. Until lately No. 2 northern has been the predominating grade, but lately and from now on No. 3 northern will lead and it is considered the best value of any of the grades at present prices. The wheat crop of Alberta is the poorest for years altho southern Alberta has some good wheat. No snow on the ground yet and it promises good for a crop next year if the frost gets deep into the ground before snow comes, which it cannot do if snow comes early.—Campbell, McLean & Co.

CHICAGO.

Memberships in the Board of Trade are selling at \$3,150.

The steamer Vega, corn laden, was the victim of a tunnel grounding last week.

W. G. Press recently returned from California to attend the wedding of his daughter.

W. G. Husband is now with Bryant & Co., taking care of their cash oats and corn on the floor.

W. E. McHenry, who was expelled, has applied to the directors of the Board of Trade for a rehearing.

A long reach of the Calumet River will be opened to deep draught vessels by the dredging that has just begun.

The C. H. Albers Commission Co., of St. Louis, has brot suit against P. B. and Chas. A. Weare to recover \$3,000 on a note.

Asa Griffin, an Illinois farmer, is refusing to pay notes for \$20,000 borrowed of the Bank of Montreal to margin oats deals with P. B. Weare.

Judge Chytraus Nov. 17 overruled a motion to dismiss the injunction granted the Cincinnati firm restraining the settlement of September lard deals.

Nothing will be done with the privilege question by the directors of the Board of Trade. The problem was indefinitely postponed at the meeting Nov. 17.

The directors of the Board of Trade have rejected the petitions of the grain receivers for an increase in the commission on cash wheat from 1/2 to 1 cent per bu.

R. D. Richardson is mentioned for pres. of the Board of Trade. Pres. Chandler is reluctant to accept a renomination; while Vice Pres. Gregson wishes to give his time to his business.

ILLINOIS.

Frankfort Sta., Ill.—H. J. McDonald has sold his eltr.

Humboldt, Ill.—John M. Ernst has completed his 40,000-bu. eltr.

Atlanta, Ill.—The eltr. of J. W. Hawes will have a capacity of 25,000 bus.

Weldon, Ill.—V. C. Swigart is just completing his new 30,000-bu. eltr.

Martinton, Ill.—Winfred Breault is now in the employ of R. F. Cummings.

Manlius, Ill.—H. D. Ridge will install an improved Hall Distributor in his new eltr.

Chestnut, Ill.—The smoke stack of the Mt. Pulaski Grain Co.'s eltr. collapsed recently.

Shelbyville, Ill.—Root & Westervelt are building an eltr. at Westervelt on the new Frisco line.

Kenney, Ill.—John I. Everson has bot for \$8,000 the eltr. of J. F. Cooley, thru T. C. Brady.

East Dubuque, Ill.—B. J. Kuhl, a local feed dealer, is buying grain and field seeds for shipment.—T.

Monticello, Ill.—The Knight Grain Co. has sold its implement business and its time will be devoted entirely to grain.

Anchor, Ill.—The Farmers' Eltr. Co. has leased the eltr. of O. A. Means & Co. for 1 year. John Nafzieger is buyer.

Churchill Sta., Dimmick P. O., Ill.—O. C. Krutzer has succeeded G. Ammon as buyer for the Churchill-White Grain Co.

Penrose, Ill.—The Union Eltr. Co. has let the contract for the construction of a 40,000-bu. eltr. to the Burrell Engineering & Construction Co.

East St. Louis, Ill.—Canby & Co., of Chicago, have leased the East St. Louis Eltr., which was bot recently by the Wiggins Ferry Co., for 2 years.

Tolono, Ill.—Shelby & Armstrong have succeeded the Tolono Mill & Eltr. Co., E. B. Armstrong having bot a half interest in the business from Chas. Shelby.

Ficklin, Ill.—E. Collins, of Garrett, has bot the eltr. of J. L. Bache & Son and has taken charge of the business. The eltr. will be enlarged and improved.

Shelbyville, Ill.—The Shelbyville Grain & Eltr. Co. has been organized, with P. Cooper as mgr., and has succeeded the Sidell Grain & Eltr. Co. at Shelbyville.

Lovington, Ill.—The statement in this column Nov. 10 that the burned eltr. was not insured is incorrect. Bartlett, Kuhn & Co. had both eltr. and grain fully covered by insurance.

Buckley, Ill.—Have sold the Sieberns eltr. and lumber business at Buckley to B. E. Morgan and my south eltr. to V. R. Koplin & Co. I intend to re-engage in the grain business in the near future.—C. H. Rumley.

Shelbyville, Ill., Nov. 14.—Corn coming in slowly; none ready for market yet. Too much soft corn; farmers disappointed in the crop, which is 10 to 20 bus. less per acre than was counted on. Very little wheat ground seeded in this part of Shelby county.—P. Cooper, mgr. Shelbyville Grain & Eltr. Co.

Savanna, Ill.—Eltr. A. of the Neola Eltr. Co. burned Nov. 11 with 150,000 bus. of oats, 15,000 bu. of barley and 600 bu. of other grain; several cars of grain on the tracks of the C. & M. & St. P. Ry. were also burned. Loss about \$100,000; insurance, \$13,000 on building and \$18,000 on grain.

Galesburg, Ill.—Geo. S. Dole, grain dealer, brot suit against four farmers who had contracted verbally to deliver corn to him at a certain date in May, but failed to do so when the market price was advanced. Dole claimed \$550 damages; but

accepted an offer of the defendants after suit was brot to settle for \$250, they paying the costs.

Raymond, Ill.—Hill Bros. & Crow have overhauled their machinery and installed 3 new dumps, increasing the dumping capacity 8,000 bus. Jas. A. Bradley is mgr. Oberle Bros. & Co. have installed new machinery, put in a new fire wall and increased the capacity several thousand bus. They have replaced the drag belt by a chain drag.

Hammond, Ill.—A pile of stone is all that remains of the farmers' eltr. scheme, for which the Buffalo, N. Y., promoter got \$2,300 in notes from the farmers. The notes were to come due when the first car of material was on the site. A car of stone was dumped to fill that part of the contract. It is believed the farmers can be made to pay. The representative of the eastern syndicate, C. H. Spaulding, was so successful that he will no doubt try the same game elsewhere.

INDIANA.

Barnard, Ind.—John Wilson is making repairs on his eltr.

Aylesworth, Ind.—Jones Bros. expect to have their eltr. completed Jan. 1.

Jefferson, Ind.—The Mollett Grain Co. has ordered an improved Hall distributor.

Judyville, Ind.—W. M. Prillaman of Rossville, Ill., is erecting an eltr. at Judyville.

Vincennes, Ind.—J. & S. Emison have installed a new shelling outfit and a gasoline engine.

Roachdale, Ind., Nov. 9.—Corn will make an average crop in this territory.—John Wilson.

Columbia City, Ind.—Chas. Shoemaker has succeeded Wm. Stevens as weighmaster for Kraus & Apfelbaum at the Marshall eltr.

Hoover, Ind.—The Weeks Bros. Eltr. Co. of Twelvemile has bot for \$4,000 the eltr. of Shirk & Haskitt and will continue the business.

Crown Point, Ind.—Frank Bieker has bot the feed and hay business of J. S. Crawford. No facilities for handling grain except to retail trade.

West Lebanon, Ind.—Thru the advertisement inserted in the Grain Dealers' Journal I have sold my eltr. to Henry Cook of Wyoming, Ill.—Geo. Pearce.

Rushville, Ind.—Members of the Eastern and Southern Indiana Assns. held a joint meeting recently to consider the marketing of the corn crop. It was agreed to buy by the 100 pounds.

Huntington, Ind.—Wilbur G. Winebrenner has bot the interest of Fisher, Keefer & Bailey in the I. F. Beard Eltr. Co., giving him a third interest in the business with his father, Frank Winebrenner, and I. F. Beard.

Galveston, Ind.—The Galveston Grain Co. has succeeded Seaward & McReynolds, who recently succeeded Truax & Seaward. The company is improving the house and installing a new eltr. for ear corn and other improvements.

Needmore, Ind.—The farmers of the vicinity plan to organize and build a large warehouse in which to store their grain, each member to have a separate store-room. The membership is to be limited and the stocks are to be disposed of thru a selling agt.

Cambridge City, Ind.—The E. A. Grubbs Grain Co. has built a hay and

seed house at Straughn and started a flour and feed business in connection with its grain business. A flour and feed business is contemplated at each station at which the company operates.

Indianapolis, Ind.—A meeting of the Indiana World's Fair committee was held Nov. 10. It was decided to center the grain display around 2 pyramids representing grain eltrs. The framework of the eltr. will be of wood concealed by a covering of grain.

Fort Wayne, Ind.—At a meeting of the Eastern Indiana Grain Dealers' Assn., held Nov. 12, the general feeling concerning the new corn seemed the same. Buyers seem to hesitate in taking in the new corn, as it does not seem to dry out at all. One shipper testified to buying 625 bus., shelling it and only getting 601 bus. It would seem that there will be some disappointment with the new corn crop until cold weather.

Roann, Ind.—Business very quiet in the grain line. Of the wheat crop about 2-3 is in. An average acreage sowed and looks very well except where fly worked on it. Corn almost all gathered; average yield and very good quality except small percentage which was very late. Oats crop very light yield and weight and small acreage; practically all marketed.—T. J. Lewis & Bro.

Cambridge City, Ind., Nov. 14.—The wheat crop thruout this section was very poor this season, being only about 1-4 of an average crop. Oats crop was also light. Our new corn crop is a bumper and of excellent quality. We expect to begin shipping new corn about the 20th or 25th of this month. Most dealers seem to be holding off on new corn until they are sure it is in condition to ship, as most of us had more hot corn than we needed last year.—J. S. Hazelrigg, mgr. E. A. Grubbs Grain Co.

IOWA.

Winthrop, Ia.—Reidy & Berryman have succeeded John Reidy.

Clarion, Ia.—T. Harris & Co. have succeeded Borel & Harris.

Selma, Ia.—J. S. Pepper has succeeded J. S. Pepper & Co.—T.

Juniata, Ia.—The Neola Eltr. Co. has succeeded E. B. Michael.

Irwin, Ia.—The Irwin Grain Co. has succeeded Chas. Escher, Jr.

Keokuk, Ia.—O. A. Talbott & Co. have completed their 60,000-bu. eltr.

Manilla, Ia.—The Manilla Milling Co. is shipping out surplus wheat.—T.

Reasnor, Ia.—The Wilson-Waring Co. has succeeded W. O. Wilson & Co.

Page Center, Ia.—A. E. Kitch, of Amoret, Mo., has succeeded Oline Bros.

Akron, Ia.—The Akron Milling Co. is making shipments of surplus grain.—T.

Chariton, Ia.—G. J. Stewart & Co. are moving and repairing their 50,000-bu. eltr.

Stuart, Ia.—I think the Journal of great value to all regular grain dealers.—Thos. Woof.

Nemaha, Ia.—H. Slutz, of Chicago, has succeeded W. C. Marsh. Mr. Marsh intends to locate elsewhere.

Orchard, Ia.—Geo. Brown, who started the Rudd Farmers' Eltr. Co., is now mgr. of the Orchard Produce Co.

Ollie, Ia., Nov. 14.—Corn here not yielding quite as much as expected; lots of soft corn.—M. C. Berry, agt.

Sioux City, Ia.—The Cash Exchange Co. incorporated, \$10,000 capital, to do a grain and merchandise business.

Griswold, Ia.—Philip Kirchner, who has been mgr. for Turner Bros. for some time, has succeeded Rickey & Gerlach.

Osterdock, Ia.—T. J. Walters, who has a general store and a lumber yard here, is also buying grain for shipment.—T.

Hartley, Ia.—Owing to the poor crops this season I. N. Drake has not opened his eltr., but he will do some shipping later.—T.

Rhoades, Ia.—Hannah R. Gilbert is continuing under her own name, as executrix, the grain business left by her husband, deceased.—T.

Colo, Ia.—Shaw & Binder are operating a feed mill in connection with their eltr., which has a capacity of 25,000 bu. It is run by steam power.—T.

Davenport, Ia.—The annual meeting of the Davenport Malt & Grain Co. was held Nov. 10 and the capital was increased from \$180,000 to \$300,000.

Holland, Ia.—H. H. Frerichs and John Frerichs have bot the interest of Harm Frerichs in H. Frerichs & Bros. and will continue the business as H. Frerichs & Bro.

Des Moines, Ia.—Shannon & Mott Co., local millers, have been securing samples of macaroni wheat, presumably for the purpose of testing its flour-making qualities.—T.

A decision holding constitutional the Iowa statutes authorizing a city to require the weighing of corn sold for consumption in a city to be weighed on a city scale is reported in Suits-Decisions, this number.

Wesley, Ia.—The rumor that Kunz Bros. had succeeded the Wesley Eltr. Co. is erroneous, for altho Kunz Bros. own the Wesley Eltr. Co. their hay business and eltr. business are separate and distinct concerns.—T.

Ft. Madison, Ia.—H. D. Everingham, a son of L. Everingham, the veteran Chicago commission merchant, has built a finely equipped eltr. to be run in connection with his line of houses. He is a large dealer in seed as well as grain.—T.

Rudd, Ia.—The Farmers' Exchange Co. is being managed this season by S. V. Moen, who took the place of Geo. Brown. They are buying on a reasonable shipping margin and conducting the business on the same plan as that of an ordinary stock company.—T.

Smithland, Ia., Nov. 19.—Corn husking well advanced. Average yield about 30 bus., as against an estimate of 35 bus. 2 weeks ago. The quality is very much better than last year. About 10 per cent of soft corn. Small grain has moved very freely.—W. P. Manning.

Decorah, Ia.—N. H. Adams & Son, who formerly made a specialty of seed, have a new eltr. in operation this season and are shipping grain. It is a cribbed house of 15,000-bu. capacity, equipped with dump and hopper scales, a clipper cleaner and a 12-h. p. gasoline engine.—T.

Sioux City, Ia.—The G. N. Ry. has made a rate of 9 cents on wheat and similar grains from Sioux City to St. Paul and Minneapolis and 8 cents on coarse grains. From Sioux City to the head of the lakes is 14 cents on wheat and 13 cents on coarse grains. Thru Sioux City from points west of the Missouri river the thru rates to St. Paul and Minneapo-

lis will be 14 cents on wheat, etc., and 13 cents on corn, etc. To Duluth and Superior, 18½ cents on wheat, etc., and 16½ on corn.

Albia, Ia.—The eltr. of the Wilkin Grain Co. burned Nov. 12 with contents. Loss, \$2,400; insurance, \$2,200. The company has resumed business in a small building close by and has started the erection of another eltr. on the former site. G. H. Wilkin, a member of the firm, had a fire loss other than the eltr. of \$1,000 over his insurance.

Des Moines, Ia.—A receiver has been asked for the McFarlin Grain Co. by C. F. McCarty, who owns 42 per cent of the stock. He claims that the money secured from the sale of the company's eltrs. has been loaned without security. The company admits the claim, but says the money can be secured at any time and therefore asks that the petition be dismissed.

Garden City, Ia.—The Western Eltr. Co. and the Diamond Eltr. Co. control all of the eltrs. on the new Des Moines, Iowa Falls & Northern line except at Garden City, where a farmers' company has been organized. The latter are "bucking" the dealers and paying more for grain than they can get out of it in terminal markets. Traveling men avoid that section.—T.

Des Moines, Ia., Nov. 10.—The wheat acreage in Iowa of the crop of 1903 was 798,062, with an average of 12.3 bus. per acre; oats, 3,220,177 acres, average 24.4 bus.; corn, 7,489,534 acres, average 34.7 bus.; rye, 44,999 acres, average 19.3 bus.; barley, 547,276 acres with an average of 24.1 bus. Of the corn crop 9 per cent will grade No. 2, 42 per cent No. 3, 33 per cent No. 4 and 16 per cent no grade. Feeders had shipped in Nov. 1, 48 per cent, compared with last year at same date. Of the marketable portion of the oat crop 43 per cent had been marketed Nov. 1.—Geo. A. Wells, secy. Iowa Grain Dealers Assn.

Hampton, Ia., Nov. 16.—It is very amusing to see the different reports of the farmers on the corn crop this season. We have bot at our 12 eltrs. 4 wagon loads of corn and not one of these loads was suitable to put in the crib. We find the corn around Union fairly good; as we go north it gets poorer, and at Hampton there will be about half a crop that will be a good, fair feeding corn. From Hampton to Mason City there is not more than 30 per cent of an average crop. We do not expect to ship a car of corn on the Ia. C. Ry. from the crop of 1903. Not a large amount of feeding will be done, as the corn is too soft. At the present time we are shipping old corn from Nebraska as our trade demands it. The oat crop did not weigh out as the farmers expected; the average test was about 22 pounds to the bu. and the yield is 16 to 27 bu. to the acre.—Moore Bros.

KANSAS.

Sabetha, Kan.—F. A. Derby has bot an eltr. at Esbon.

Anthony, Kan.—The Farmers' Eltr. Co. intends building an eltr.

Osborne, Kan.—John A. Boring died very suddenly Nov. 11, aged 53 years.

Chase, Kan.—The Chase Grain & Supply Co. will install another improved Hall distributor.

Leavenworth, Kan.—Denton Bros. report it is harder to get grain moved this year than last.

Hollis, Kan.—The Midland Eltr. Co. has removed its corn cribs to a lot which it has recently purchased.

Valley Falls, Kan.—Hauck Bros. have enlarged their eltr. and installed the largest corn handling machinery made.

Hiawatha, Kan.—Mr. Samuelson will succeed Samuelson & Nelson about Dec. 1. J. W. Anderson will have charge.

Mapleton, Kan.—The Ft. Scott Grain & Implement Co. has been ordered to remove its corn cribs from the public square.

Glasco, Kan., Nov. 17.—The winter wheat is being sowed very late; about the same number of acres as last year.—Morrison Grain Co.

Centralia, Kan.—The Farmers' Shipping Assn., incorporated, \$4,000 capital, E. L. Horth, pres.; T. M. Durland, treas.; C. P. Knight, secy. The company is building a 20,000-bu eltr.

Coffeyville, Kan.—Howard M. Walton has bot the interests of A. R. J. O. and E. H. Wilson in the Stuckey-Wilson Grain Co., which will, however, be continued under the old name.

Halstead, Kan., Nov. 18.—Wheat conditions very favorable; some complaint about Hessian fly, but not as much damage as a year ago. Acreage increased about 10 per cent.—Halstead Mill & Eltr. Co.

Wichita, Kan.—The 75,000-bu. eltr. for the Stevens-Scott Grain Co. has been completed at a cost of \$16,000. A large engine has been installed. The eltr. is accessible to all railroads reaching Wichita.

Glen Elder, Kan.—Nash & Kaull have filed a complaint against the M. P. Ry. with the state board of railroad commissioners, claiming it has refused to accept shipments of wheat, flour and bran for Kansas City since Oct. 3.

Wichita, Kan.—Branches of the Farmers & Merchants Freight Assn. are being organized in the smaller cities by the Wichita Board of Trade. The object is to remove the discrimination in grain rates, from which that part of the state suffers.

Wichita, Kan.—Representatives from this section recently presented to Congress the resolutions adopted by the Wichita Chamber of Commerce favoring further legislation to strengthen the powers of the Interstate Commerce Commission.—T.

Atchison, Kan.—The Hinds & Lint Grain Co. intends building a transfer house with a capacity of between 50,000 and 60,000 bus. storage, and to handle 25,000 bus. per day, in and out. The location is not decided on, but will probably be where M. P. and Burlington trackage can be secured.

Leoti, Kan.—Fred Friar has asked the assistance of the State Board of Railroad Commissioners to help him to find 25 cars of wheat which are "lost." Since August 1 he has shipped 30 cars of wheat to Kansas City by the M. P. Ry. and up to the present time only 5 have arrived and the rest cannot be found.

Atchison, Kan.—The ornamental designs planned by an Atchison artist for the Kansas exhibit have been approved by the World's Fair commissioners. One feature is an Indian 16 ft. tall made of corn; and another very striking exhibit will be a fountain flowing a constant stream of wheat into a 6-ft. terrestrial globe.

Topeka, Kan.—The land department of the Union Pacific Ry. is urging farmers in the northern and western parts of the state to grow macaroni wheat. The farmers are reporting good results with the seed macaroni wheat sent out by the company last spring. The raising of macaroni wheat will assure the road a good grain haul every year instead of the present uncertainty.

Ellsworth, Kan.—The Ellsworth Mill & Eltr. Co. has complained to the state railroad commissioners that the Union Pacific road does not set in cars promptly, even when plenty of empties are in the yard. It is alleged the Union Pacific will accumulate cars at a point and move them to Ellsworth all at the same time, and then charge demurrage if they are not all unloaded within the 48-hour limit.

Butler's aggregation, known as the Farmers' Co-Operative Grain & Live Stock Co., is learning that his habit of making groundless charges and misstatements of fact, is unbusinesslike, to say the least, and likely to prove costly. Suit against the company to recover \$1,650 for damages to character and business has been brot by W. W. Culver, a former agent. Butler's charges against him were found baseless by the court.

Kansas City, Kan.—Evidently the grain inspectors do not agree with the state railroad commission on the question of compelling the railroads to hold grain for inspection on certain tracks. Chief Inspector J. W. Radford visited Gov. Bailey at Topeka Nov. 10 to urge the reservation of certain tracks for cars to be inspected, thereby facilitating the work of the inspectors. It is expected Gov. Bailey will induce the commissioners to change their views.

Topeka, Kan.—The Farmers Co-Operative Shipping Assn. has petitioned the state railroad commissioners to compel the Santa Fe road to erect eltrs. at Abbeyville, Zenith and Spearville. The co-operative assn. alleges that the eltrs. at these stations are used by their owners for the handling of grain at such prices as the owners choose to pay. It is believed that the commissioners have the power to force the road to build an eltr. for public use. After they get free eltr. service probably the farmers will want their grain hauled to market free of charge.

Salina, Kan.—Members of the Kansas Grain Dealers Assn. in the central and western parts of the state met at the National Hotel Nov. 13 to consider the improvement of grain inspection at Kansas City. It was resolved that the railroads should provide a track on which to hold all grain for inspection. The car shortage and the best methods of getting cars was discussed. Among those present were: H. Work, Ellsworth; J. H. Claussen, Wilson; V. W. Miller, Mentor; J. C. Bradley, Rossville; H. W. Kueker, Niles; A. H. Bennett, Topeka; M. G. Graham, Zurich; Webber & Pierano, Wilson; W. B. Giles, Abilene; Aaron Kippe, Ellsworth; J. G. Maxwell, McPherson; E. J. Smiley, secy. of the Kansas Grain Dealers Assn., and J. W. Radford, chief grain inspector of Kansas.

KANSAS LETTER.

Huron, Kan.—G. W. Potts, of Denton, has bot the eltr. of Jas. L. Stansbarger.

The relief fund, instituted by the grain dealers of Topeka, has been used to pur-

chase car loads of coal for distribution among the flood sufferers of No. Topeka.

Barrett, Kan.—Harvey & Barrett have bot the eltr. of Fisher & Son, of Frankfort.

Agenda, Kan.—The eltr. of F. B. Fulton burned recently. Loss, \$3,500; insurance, \$1,500.

Wellsville, Kan.—J. M. Lint has severed his connection with the Star Grain & Lumber Co.

Nortonville, Kan.—H. W. Skinner has bot the eltr. formerly owned by Lanzrath & Greenheck.

The Kansas Grain Dealers' Assn. has lately issued an appendix to its list of regular grain dealers published in June.

New members who have recently joined the Kansas Grain Dealers' Assn. are: C. J. Kreisel, Olmitz; Harper Mill & Eltr. Co., Harper; W. W. Miller & Sons, Anthony; Crowell Bros., Alva, Okla.; M. L. Meek, Ellsworth; Swinney & Fowler, Kingman; G. A. Jones, Everest; M. W. Lewis, Grainfield; Perry Frazier, Dubois, Neb.; J. J. Comer, Willis, Kan.; W. E. Seaman, Geneseo.

A delegation from the Kansas City Board of Trade, composed of G. S. Carkener, A. J. Poor, H. J. Dittenbaugh and J. W. Radford, chief grain inspector, also present, called upon the railroad commissioners in Topeka Nov. 11, requesting them to issue an order compelling railroad companies into Kansas City to set aside a part of their sidetracks, which should be designated as "hold" tracks, for holding cars until they should be inspected. As considerable delay is caused before loaded cars are found by the inspectors, such an order would be of great value to shippers. In case such an order is issued the railroad companies would be obliged to place loaded cars on this track, and if for any reason they were delayed the shipper could not be held for demurrage.—A. M. D.

KENTUCKY

Lexington, Ky.—The Central Kentucky Millers Assn. held its regular meeting Nov. 12 with a good attendance.

MARYLAND

Cumberland, Md.—Thos. F. Smouse has secured a location on which he will erect a mill and warehouse or elevator to replace the plant which recently burned.—T.

Baltimore, Md.—Samuel T. Linton, with the hay firm of Wm. Hopps & Co., and brother of Jos. Linton, was painfully injured by an express train at Cumberland recently.

Baltimore, Md.—The directors of the Chamber of Commerce have appointed a committee to define the privileges of members who have tickets of admission to the maritime department of the exchange.

Baltimore, Md.—How to increase eltr. storage capacity at Baltimore will be considered by a committee recently appointed by the directors of the Chamber of Commerce, consisting of Chas. P. Blackburn, J. Hume Smith, Jas. A. Clark, W. G. Bishop and J. Collin Vincent.

Baltimore, Md.—Elwood L. League, an assistant weighman of the Chamber of Commerce, will resign his position Dec. 1 to accept another position. Mr. League has been with the weighing department since it was first begun. Michael Ga-

han has been recommended by the bureau of inspection and weighing to fill the position.

MICHIGAN.

Uby, Mich.—The Sparling-Pierce Eltr. Co. has completed its 14,000-bu. eltr.

Owendale, Mich., Nov. 3.—Bean crop enormous and quality good in Huron county.—Hinkley & Jones.

Lamb, Mich.—The Shannahan Eltr. Co. incorporated, \$5,000 capital. Incorporators, Michael Shannahan, Jas. H. Shannahan, Maurice Shannahan and Jos. Walsh.

Owendale, Mich.—Hinkley & Jones have commenced work on their grain warehouse. They will start on the eltr. about March 1. An 18-h. p. gasoline engine and set of rolls for grinding feed will be installed.

Bad Axe, Mich., Nov. 10.—Wheat and other small grains are being marketed very slowly, quality being very good. Beans coming in fair condition, altho quite a lot of damp ones are being put on the market.—O. W. Leoffler

Lansing, Mich., Nov. 10.—The condition of wheat Nov. 1 was 85 per cent of an average. Wheat was sown late again this year, but has made a fair growth for such a dry month. Very little damage has been done by the Hessian fly. Farmers deliveries of wheat at mills and eltrs. during August, September and October have been 1,754,920 bus; compared with 1,445,000 bus. during the same months last year. The average yield of corn is 34 bus. The crop was backward all summer, but favorable weather later ripened corn in most parts of the state. Not only is the quality good, but the fodder has been secured in good condition.—Fred M. Warner, secy. of state.

MINNEAPOLIS

The state grain inspection department collected \$35,573.79 for the period between Nov. 1 and 15.

The Chamber of Commerce contemplates appointing an official sampler for grain shipped out of Minneapolis.

The North Star Malting Co. has increased the limit of its capital stock to \$500,000, of which \$100,000 shall be preferred.

O. T. Huyck, formerly with the Spencer Grain Co., and for a time secy. of the South Minnesota and South Dakota Grain Dealers' Assn., died recently of uraemia.

Large shipments of No. 1 and 2 wheat have been made of late to country mills, which are unable to secure supplies in the territory naturally tributary to them.—T.

Millers who would grind Canadian wheat in bond feel that they ought to be permitted to sell the bran in the United States. The millers are willing to pay the duty on the offal.

Booge & Co. were suspended Nov. 20 for 30 days by the directors of the Chamber of Commerce. It is alleged the firm solicited business in futures on the plan of averaging trades.

MINNESOTA.

Pipestone, Minn.—The Northwestern Eltr. Co. has closed its eltr.

Warroad, Minn.—The Canadian Eltr. Co. is building a 30,000-bu. eltr.

Duluth, Minn.—A record-breaking cargo of barley was taken out by the steamer

Clemson recently. It aggregated 336,368 bus.

Ellendale, Minn.—The farmers have been figuring on building an eltr., but the thing has fallen thru.

Blue Earth, Minn.—We like the Journal very much and find it very useful in our business.—Pfeffer Eltr. Co.

Wabasha, Minn.—The wife of R. E. Jones, who has long been a sufferer from consumption, recently passed away.—T.

Kimball, Minn.—The eltr. of the Atlantic Eltr. Co. burned recently with 1,800 bus. of wheat and 1,600 bus. of oats.

Hoffman, Minn.—The New Richmond Roller Mill Co., of New Richmond, Wis., have leased the eltr. of the Farmers' Eltr. Co.—T.

Ellendale, Minn.—The Sheffield-King Milling Co. will install a 20-h. p. gasoline engine and feed mill to grind 40 to 60 sacks of feed per day.

Breckenridge, Minn.—F. R. Sherburne, formerly with the Northwestern Eltr. Co. at Pipestone, has been transferred to Breckenridge as buyer.

St. Paul, Minn.—The Minnesota branch of L. Starks' business is conducted by J. R. Beggs & Co., who buy grain and potatoes at seven stations on the Nor. Pacific and four on the Gr. Nor. Ry.—T.

Airlie, Minn., Nov. 16.—With a week of good weather threshing will be about all done and at least 65 per cent of the grain marketed. It is quite cold here now, with very little snow.—Walter Parks.

St. Paul, Minn.—Jameson & Havener, who operate a 70,000-bu. eltr. here, beside a warehouse and feed mill, are also buying grain at Rich Valley and Afton, Minn. M. A. Raffery is in charge at Afton.—T.

Ellendale, Minn.—I am well pleased with the Journal and consider it the standard grain journal and will be pleased to recommend it to any one in the grain business.—H. L. Dolge, agt. Sheffield-King Milling Co.

Lake City, Minn.—C. J. Cogswell, who, on account of the poor crops, leased his warehouse last year under an agreement to leave the market to the other regular dealers, is operating it again this season and has made a number of improvements, including the installing of a new gasoline engine.—T.

Stockton, Minn., Nov. 18.—The crops in this vicinity are much better than the first report. The acreage is very nearly as large as last year, but owing to the wet season the quality is very poor. The corn crop is exceptionally good. Barley, oats and wheat are a pretty fair crop.—J. W. Canfield.

MISSOURI.

Emma, Mo.—Wehrs & Son have succeeded Henry Wehrs.—T.

Weaubleau, Mo.—Hesse Monroe has succeeded Monroe & Murray.—T.

St. Louis, Mo.—It is said one of the December wheat shorts has settled on a line of 2,000,000 bus.

Cape Girardeau, Mo.—The grain warehouse of Stein, Vogelsang & Lance burned recently. The mill is not damaged.—T.

Drexel, Mo.—M. Reed & Son have remodeled their seed house and installed a

10-h. p. Fairbanks-Morse gasoline engine and a No. 7 clipper mill.

Kansas City, Mo.—J. G. Goodwin, Board of Trade weighmaster, has been appointed for another year.

Kansas City, Mo.—Grain men here complain of a very poor business on account of grain being moved so slowly. —N.

Seneca, Mo.—R. W. Cleveland, of Tulsa, I. T., has succeeded Chas. B. Laughlin, who died recently, as mgr. for the Brinson-Waggoner Grain Co.

Sedalia, Mo.—The plant of the Sedalia Milling Co. burned Nov. 15 with 15,000 bus. of wheat and 350,000 pounds of export flour. Loss, \$50,000; insurance, \$15,000.

Amoret, Mo.—W. G. Reed is remodeling his eltr. and installing a 25-h. p. Atlas engine and boiler, Western sheller and Shaker cleaner and 3 pair high roll for chop.

Kansas City, Mo.—The telegraph and committee rooms at the south of the trading hall of the Board of Trade have been torn out and other improvements made, giving it better space and light.

St. Louis, Mo.—Daniel E. Smith, senior member of the firm of D. E. Smith & Co., died Nov. 8 after a long illness, aged 51 years. The business will be continued under the same management and name as for some time past.

Kansas City, Mo.—The Great Western road has informed the Board of Trade that the proportional grain rate soon will be adjusted to remove the alleged discrimination against Kansas City and in favor of Omaha in shipments to Minneapolis and Chicago.

Kansas City, Mo.—An amendment to the rules was posted on 'Change to-day (Nov. 19) permitting members of the Board of Trade to join the Grain Dealers National Assn. It will be voted on ten days hence and no doubt be carried, as there is no opposition to it.

St. Louis, Mo.—In reply to a communication from the Department of Commerce and Labor the grain committee of the Merchants Exchange has recommended that uniform grades of grain be established at exporting cities under the supervision of federal inspectors.

Kansas City, Mo.—This market has 6 regular eltrs. One on the Missouri side and 5 on the Kansas side of the line. In these eltrs. the grain is weighed by the state depts., but the Board of Trade Weighing Dept. has deputies stationed in each of the eltrs. and issues certificates on all grain weighed.

St. Louis, Mo.—Millers and shorts won a temporary victory in the December wheat deal when the directors of the Merchants Exchange reduced the marginal price to 83 cents. The bulls will have to put up 4 cents more margin and the shorts that much less on open wheat deals. Eltr. men and millers believe the deal will end with a smash, in which event the margining of long contracts 4 cents farther down will be amply justified. At the directors' meeting Nov. 11 Corwin H. Spencer, the bull leader, objected to the reduction of the marginal price as unfair treatment. At last accounts the bulls were determined to give the shorts the squeeze of their life. They will margin down to any price demanded. By getting control of the East St. Louis Eltr., under a lease to Canby & Co., recently, the bulls will remove 500,000 bus. from the storage

capacity at St. Louis, thus adding to the misery of the unhappy shorts.

St. Louis, Mo.—The roads at St. Louis, thru their car service assn., have made the following change in rule No. 1, effective Dec. 1: All carload freight, all freight taking a carload rate, and all freight in cars, whether full carload or not, taking track delivery, will be subject to car service rules, and all freight held in railroad warehouses or on platforms shall be subject to storage charges. At all stations at St. Louis, Mo., and East St. Louis, Ill., the storage rules and regulations will apply as follows: Forty-eight hours free time calculated from 6 p. m. after arrival or after delivery to platform will be allowed, after which a charge of five cents per ton of 2,000 pounds or a fraction of a ton will be made on each consignment for each and every day or fraction of a day. The right to send all freight to public store or public warehouse after the expiration of forty-eight hours at the expense of consignees for moving and storage, is reserved.

St. Louis, Mo.—Tentative campaigning has been begun for the presidency of the Merchants Exchange during the year 1904. The position will be an important one during that year; there will be so many dignitaries and delegations to receive during the World's Fair period. In the natural course of custom, Mr. Will A. Gardiner would be president in 1904, having been successively second and first vice-president. Mr. Gardiner is a young man, and there are some who pretend to believe that an older man should have the place in such an important period. It is urged that an orator is wanted for the place. It seems to me, however, that it would be unwise to break an old established unwritten law of the Exchange at this time, that it would be unjust to Mr. Gardiner to deprive him of the honor towards which he has been working, when it is almost within his grasp, and that it would be, so to speak, anachronistic to put a young man aside in so important a matter in the birthtime of the new St. Louis.—The Mirror.

NEBRASKA.

Ord, Neb.—L. S. Spelts is building several cribs near his eltr.

Stromsburg, Neb.—Nelson Bros. will succeed Samuelson & Nelson about Dec. 1.

Lyons, Neb.—A. Moseman is agt. for the Holmquist Grain & Lbr. Co., of Oakland.—T.

Broken Bow, Neb.—C. E. Sheppard is the local representative of the Central Granaries Co.—T.

Overton, Neb.—Luther Pickett has taken charge of the eltr. for the Westbrook-Gibbons Grain Co.

Lincoln, Neb.—W. W. Kimberly, of Exeter, has taken charge of the new eltr. of the Central Granaries Co.

Scribner, Neb.—The Crowell Lumber & Grain Co., of Blair, will install an improved Hall Distributor in its eltr.

Wilsonville, Neb.—S. A. Austin, who also operates an eltr. at Lebanon, is receiving macaroni wheat this season.—T.

Omaha, Neb.—A site has been secured for the \$500,000 plant of the American Malting Co., which intends building here.

Arlington, Neb.—R. E. Roberts is building an addition to his eltr., which will increase the capacity to 16,000 bus.

Kearney, Neb.—Roy Shahan has taken charge of the eltr. for the Westbrook-Gibbons Grain Co. and will also buy grain.

Gretna, Neb.—O. C. Hughes, mgr. for the Duff Grain Co., will succeed Claus Ehlers, Dec. 1, as mgr. for the Farmers' Eltr. Co.

North Bend, Neb.—T. F. Keeton, who was formerly with the Farmers' Co-operative Assn., is mgr. for the North Bend Grain Co.—T.

Lodge Pole, Neb.—W. W. Young of this place, which is one of the most westerly stations in Nebraska, is shipping freely to eastern markets.—T.

Wahoo, Neb.—Jas. Kearney has taken charge of the eltr. for the Updike Grain Co., succeeding E. Stockham, who has resigned his position to go on the road for the same firm.

Nelson, Neb.—The repairs on the eltr. of Frank S. Spurck have been nearly completed. An entirely new eltr. head has to be put in and a fire escape has been put on the building.

Firth, Neb.—The court has ordered all the business of the Farmers Grain & Lumber Co. to be stopped pending the hearing in which the affairs of the company are involved. The order of court prevented a meeting of stockholders.

Auburn, Neb.—L. L. Coryell is building an ear corn eltr. near the eltr. he recently built on the M. P. Ry. It is in the shape of a double crib with a driveway between and will be equipped with a corn sheller. Mr. Coryell is endeavoring to get the railroad company to grant him the stop in transit privilege, when he will handle 10,000 bus per day.

Omaha, Neb.—Permanent organization of the Omaha Grain Exchange was effected Nov. 11 with 121 members and the following officers: Pres., Gurdon W. Wattles; first vice-pres., S. A. McWhorter; second vice-pres., E. E. Bruce; secy., A. B. Jaquith, and treas., A. L. Reed. The directors include, beside the foregoing, W. B. Updike, Nathan Merriam, Arthur C. Smith and F. P. Kirkendall. The membership is limited to 500. Arrangements are being made for trading quarters.

Omaha, Neb.—Tho compelled to reduce rates to meet the Great Western the other Omaha roads, as was expected, made the revision of their tariffs so as to hold the greater part of the traffic for themselves. Instead of merely reducing the rate from Omaha east, as was done by the Great Western, the opposition lines lowered the minimum rate from the west thru Omaha to Minneapolis and Chicago. The roads on whose lines the grain originates are using the short haul to Omaha as the lever to control the routing east.

NEBRASKA LETTER.

Schuyler, Neb.—Corn is averaging 30 bus. to the acre in the vicinity of Schuyler.

Thompson, Neb.—W. S. Rounds has bot the eltr. of the Weart-Wilkinson Grain Co., of Lincoln.

Virginia, Neb.—The farmers' co-operative organization has closed due to loss of money, dissensions among its members and lawsuits.

H. G. Miller, secy. of the Nebraska Grain Dealers Assn., has held additional meetings during the past 2 weeks at

Omaha, Columbus, Kearney and Grand Island.

Nebraska City, Neb.—The Argo Starch Works closed down Nov. 14th for repairs. It will be closed several weeks, with a large amount of manufactured starch on hand.

The Platte Grain Co. of Lexington, Neb., under the management of A. C. Lefland of the Lexington Mill & Eltr. Co., W. S. Rounds of Thompson, Columbus Milling Co., and the Elevator Roller Mills Co. of Columbus, recently joined the Nebraska Grain Dealers Assn.

The stock report issued by the Nebraska Grain Dealers Assn. for Nov. 1st, showed that the actual returns from harvesting of the corn crop showed the corn in much worse shape, taking the state as a whole, than was anticipated before harvesting began; 356 replies indicate that harvesting returns do not meet expectations in yield; 58 replies indicate that harvesting returns do meet expectations in yield; 279 replies indicate that corn does not meet expectations in quality; while 148 replies indicate that it does meet expectations.—E. C.

NEW ENGLAND.

Boston, Mass.—We expect to organize a New England Grain Dealers Assn. at a gathering to be held here Wednesday evening, Dec. 2. We expect to have 40 or 50 prominent dealers representing the six New England states, who will meet to form, at least, a preliminary organization.—Geo. F. Reed.

Boston, Mass.—The Chamber of Commerce contemplates establishing the following grades of macaroni wheat: No. 1 macaroni wheat shall be light, sound, well cleaned and be composed of what is known as rice or goose wheat; No. 2 macaroni wheat shall be inferior to No. 1, but sound, and be composed of what is known as rice or goose wheat, and may include wheat that is bleached and shrunk; No. 3 macaroni wheat shall include all wheat badly bleached or smutty or from any other cause unfit for No. 2.

NEW JERSEY.

Summit, N. J.—The Thompson-McShane Co. incorporated, \$10,000 capital, to deal in grain, hay, etc. Incorporators, Chas. C. Thompson, Florence L. Thompson, Summit; Chas. E. McShane, Kingsbridge, N. Y.

NEW YORK.

Watertown, N. Y.—A. H. Herrick is dead.—T.

Buffalo, N. Y.—Frank A. Dole will build a malt plant in which 13 storage tanks will be included.

New York, N. Y.—We are strong believers in oats, the receipts are still going into first hands, who are not disposed to sell freely. The grades arriving are mostly 28 lb. natural or "plugged" clipped oats.—Carscallen & Cassidy.

Buffalo, N. Y.—Grain receipts at Buffalo for the month of October, as reported by F. Howard Mason, secy. of the Chamber of Commerce, were: Wheat, 5,984,654 bus.; corn, 8,487,169 bus.; oats, 3,504,048 bus.; barley, 2,944,811 bus.; rye, 473,905 bus.; flaxseed, 1,950,000 bus.

New York, N. Y.—Roscoe E. Elwell silently stole away recently and when he returned he was not alone. The boys on

'Change learned that during his absence he had robbed Miss Edythe M. Cole of Ottawa, Canada, of her maiden name, so presented the benedict with a handsome silver service.

New York, N. Y.—The organization of the wholesale grain dealers of the eastern states into an assn. is being undertaken by the following committee: James Simpson, New York; Geo. Hollister, New York; L. A. Morey, New York; W. R. Tilson, New York; W. H. Smith, Jersey City, and F. M. Turnbull, Newark, N. J. Mr. Morey is secy. of the committee.

New York, N. Y.—The new rule of the Produce Exchange establishing grades of macaroni wheat is: No. 1 macaroni wheat shall be bright, sound, well cleaned, and be composed of what is known as rice or goose wheat. No. 2 macaroni wheat shall be inferior to No. 1, but sound, and be composed of what is known as rice or goose wheat and may include wheat that is bleached and shrunk. No. 3 macaroni wheat shall include all wheat badly bleached or smutty, or for any other cause unfit for No. 2.

New York, N. Y.—As the outcome of several conferences with the railroads the transportation committee of the Produce Exchange has prepared a new agreement on the handling of grain. Free storage is to be granted for a longer time. It is also desired to make the railroads responsible for the putting of grain alongside of vessels. Another change proposed is the modification of the extra storage charges. Rival ports have longer free storage and exporters declare that that is one of the most serious handicaps they have to contend with in competing for trade.

BUFFALO LETTER.

The Whitney-Eckstein Grain Co. has rented offices in the exchange building and will move into it from their former location on the lower Terrace Dec. 1.

The Durant & Elmore Co., grain dealers, of Chicago, Albany and Boston, have opened an office on 'Change and placed Mr. Donner in charge, who is already a member of the Chamber of Commerce.

The vote for a larger canal seems to have had its legitimate effect already. It is reported that the territory on the river and canal front between here and Tonawanda has several large transfers in sight for manufacturing purposes.

Car shortage is doing what it can to drive grain people out of business with pretty fair success. It often takes weeks to get a car, and it usually moves very slow when it is once under way. The railroads are growing less and less able or willing to take care of business.

No winter wheat. The complaint is very long and loud and apparently with reason. For days there is not a car of it coming in for inspection. No doubt it passes thru to some extent without reporting here, tho when New York city complains that it has not a bu. of trading wheat it does not look as tho much had escaped Buffalo.

The cereal mills are looking very closely to their white wheat supply, with some prospect of the former shortage before there is another crop. They differ considerably as to the wheat they can use. There is a wide variety of wheat here, including some from Montana and Idaho, tho the quantity is not large. As a rule, the home crop is preferred, tho it all sells.

The trouble with the winter wheat market seems to be that western prices are higher than they are here; taking the freight into consideration. This does not really explain how the east is getting along for wheat, but the state crop is filling the want as far as possible. It is good and it has made the state miller quite independent of the west, thanks to a high local freight on it that keeps it from competing with other wheat in the city markets.

We need more eltrs., not for transfer, merely, but for winter storage in connection with the transfer business. As is usual this time of the year the railroads are unable to handle the grain, but they are now doubly handicapped by the need of keeping room for winter storage wheat that has been taken. The room contracted for is much more than formerly and if New York makes Buffalo a delivery point, as has been suggested, the present eltr. capacity will not be sufficient.

The trustees of the Chamber of Commerce learned some time ago that a local grain firm was dodging the official weighing that is made obligatory with all members and issuing its own private certificates, which somehow are made to appear very much like the official certificate. The matter is now under advisement, and action is expected to be taken soon. Within a few days it has also been learned that another firm has made use of both inspection and weighing certificates of its own, and something will need to be done with that case also.

The canal season is practically closed so far as through grain shipments are concerned, the horse boats not starting out after the 21st, tho steamers were allowed to leave a few days later. The grain boats have made some money this season, but the boatmen are rather despondent as a rule regarding their chances of hanging on till the new canal is ready or of being able to place fleets in operation that will compete with the large ones that the railroads and other capitalists are sure to put into operation. It is rather expected that the new boats will be able to pay tolls, and if this turns out to be a fact the west will be asked to contribute to the expenses in that way.—J.

NORTH AND SOUTH DAKOTA

Loomis, S. D.—The Truax & Betts Eltr. Co. is building an eltr.

Hartford, S. D.—Chas. Feyder is agt. for the Peavey Eltr. Co.—T.

Tioga, N. D.—W. H. Dixon has succeeded Chas. Hurd as buyer for Dulaney Bros.

Ray, N. D.—Chas. Hurd is buyer for Dulaney Bros. He was formerly with the firm at Tioga.

Springfield, S. D.—Eugene Colburn is in charge of the grain business of Morgan & Colburn.—T.

Kimball, S. D.—W. F. Lohr has bot the milling and grain shipping business of O. M. & L. A. Foote.—T.

Hetland, S. D.—P. R. Crothers, who handles grain for seed purposes, is also doing some shipping this season.—T.

Woonsocket, S. D.—A. F. Parson, mgr. for the W. W. Cargill Co., was married recently to Miss Maud Ryckman.

Holmquist, S. D.—The eltr. of the McCaull-Webster Eltr. Co. burned Nov. 12

with 6,000 bus. of grain and 2 railroad cars.

Ferney, S. D.—An attempt was made recently by thieves to blow open the safe of the Farmers' Eltr. Co., but it was not successful.

Sioux Falls, S. D.—Members of the Southern Minnesota and South Dakota Grain Dealers Assn. held a meeting Nov. 10 and 11 at the Cataract hotel.

Hetland, S. D.—David Johnson is agt. for the Farmers' Co-operative Grain Co. at this place and maintains cordial relations with the regular dealers.—T.

Bryant, S. D.—E. A. Rippe is reported to have disposed of his grain business at this place. He has a line of eltrs. on the So. Minn. Div., with headquarters at Madison, S. D.—T.

Northville, S. D.—The New Richmond Milling Co., of New Richmond, Wis., has bot the eltr. of the Northern Grain Co. and installed a gasoline engine to take the place of horse power.

Wessington Springs, S. D.—J. B. Collins has discontinued shipping grain, and the business at this station will be carried on in future by the S. Y. Hyde Eltr. Co. and L. N. Loomis, who have built eltrs.—T.

Loomis, S. D.—The Vesuvius Grain Co. has engaged in business at this station, which is one that has not been long established. J. B. Nagel, an old and experienced buyer who was formerly at Artesian, will take charge of their shipping.—T.

Vilas, S. D.—A farmer living near here named Fitzgerald recently endeavored to get buyers at neighboring towns to "bid up" by giving them the impression that he was receiving market quotations from one of the principal grain commission houses. He was, however, incautious enough to mention a particular name in talking with one buyer, and on investigation it proved that there was no foundation whatever for his claim. The commission firm had never heard of him.—T.

NORTHWEST

Sheridan, Mont.—The firm of Elling & Hydman, who buy grain at this station, mainly for grinding, has been dissolved, and the business will be carried on by Mr. Hydman.—T.

OHIO.

Vaughnsville, O.—Risser Bros. will build an eltr.—T.

Polk, O.—E. Wicks has bot the grain business and chopping mill of L. E. Heifner.

Kyle, O., Nov. 20.—No corn will be shipped from this section this year, as it is not over half a crop.—B. F. Kyle.

Gilboa, O.—Gallogly & Firestone, hay shippers, of Leipsic, continue to do a scoop-shovel grain business at adjacent stations.

Lime City, O.—The 25,000 bu. eltr. of the United Grain Co. has been nearly completed. A 20-h. p. gas engine will be installed.

Xenia, O.—The Miami Grain Co., incorporated, \$50,000 capital. Incorporators, G. W. Perrill, C. H. Little, Foss Zartman, A. Little and A. V. Perrill.

Toledo, O.—The enlargement of the Erie Canal will be of great benefit to Toledo, Cleveland and other Lake Erie cities under the operation of the barge line planned by Capt. Jas. Davidson, of West Bay City, Mich. Capt. Davidson, who has had large experience in ship-building and vessel operation on the Great Lakes, says: "Arrangements can be made for running the boats up Lake Erie to Conneaut, Ashtabula, Cleveland, Toledo and other ports on that lake, but it would probably not be practical to run them above Lake Erie. I would have all steam vessels, as I do not believe there will be any economy in towing in the new canals, and would give them power to make 6 miles an hour in the canal and 8 miles on the lake." Capt. Davidson believes it to be entirely unnecessary to pay tribute to the Buffalo elevating monopoly.

OHIO LETTER.

Worthington, O.—F. H. Wright has covered his eltr. with a gravel roof.

Sherwood, O.—The Sherwood Milling Co. has added buckwheat machinery to its mill. It will build an eltr. next year.

New Weston, O.—The eltr. of O. F. Kimmel has been undergoing repairs. It is now equipped with modern machinery, hopper scales and dumps.

Ansonia, O.—A millwright was severely injured Nov. 16 while making repairs in the eltr. of Geo. W. Poling. He was caught in a revolving shaft, both legs were broken and he suffered internal injuries, but is slowly recovering.

Springfield, O.—New corn in this vicinity is moving very slowly from the farmers. They are selling only that which they cannot crib. Corn is of fair quality, but the condition is anything but good for shipment to far away points.—B.

OKLAHOMA

Fairview, Okla.—S. R. Overton, of Hennessey, has just completed a 16,000-bu. eltr.

Orienta, Okla.—The 12,000-bu. eltr. for S. R. Overton, of Hennessey, has been completed.

Marshall, Okla.—The Marshall Mill & Eltr. Co. are making some improvements in the shape of eltrs., etc.—J. S. W.

Cereal, Okla.—Dick H. Hogan is again agt. for the Choctaw Mill & Eltr. Co. at Cereal, after being agt. at Cashion for a time.

Kingfisher, Okla.—Col. C. T. Prouty is just recovering from injuries sustained by being thrown from a buggy a fortnight ago.

Hennessey, Okla., Nov. 15.—Wheat is well into the market in this section of Oklahoma. No corn for shipment.—S. R. Overton.

Oklahoma City, Okla.—The Stinson-Morrison Grain & Eltr. Co. incorporated, \$25,000 capital. Incorporators, Edw. A. Stinson, Samuel A. Morrison and John S. Herriott, of Oklahoma City.

Oklahoma City, Okla.—The Oklahoma Chamber of Commerce has sent a request to Delegate McGuire to lend his assistance to the commercial organizations of the country in their effort to secure further legislation amending the interstate commerce law.

PACIFIC COAST.

Shelley, Idaho—Hubbell Bros., of Salt Lake City, Utah, have built a 50,000-bu. eltr.

Salt Lake City, Utah—The new Grain Exchange is considering the feasibility of erecting a suitable building.

Spokane, Wash.—Wm. G. Mulligan has bot the grain warehouse of P. Morris & Son. It is 188 x 100 ft. and is a 1-story frame building.

Thornton, Wash.—The warehouse of Balfour, Guthrie & Co. has been set on fire 3 times recently, and a number of suspects have been arrested.

Prosser, Wash.—Grain men around here are greatly pleased at the news that the Northern Pacific R. R. intends to build a cut-off between this place and Lind, tapping the district to be opened up by the extension of the Sunnyside Canal.—T.

Ft. Worth, Tex.—The Board of Trade has sent a memorial to congress requesting it to enact such legislation as will give practical effect to primary requirements of the act to regulate commerce that all transportation charges shall be just and reasonable.—T.

Spokane, Wash.—The Chamber of Commerce has passed vigorously-worded resolutions calling upon congress to strengthen the powers of the Interstate Commerce Commission by conferring upon it the authority which it was originally supposed to possess.—T.

Salt Lake City, Utah, Nov. 9.—With fine weather and good roads threshing of grain is proceeding briskly. Wheat is a little easier, but in good demand at about 80 cents per bu., f. o. b. Salt Lake City. Oats in large request for all quarters, both local and for east and west.—Sam Williamson.

Seattle, Wash.—A strong effort is being made this season by the farmers' co-operative grain companies to extend the sphere of their activity, but, on account of lack of funds, they are compelled to rely upon the help of the various communities where branches are sought to be established, and the movement is not making rapid progress.—T.

Kooskia, Idaho.—The new tramway to Kooskia has been started and has a capacity of 140 tons per day. It is the first tramway of its kind which has been put in use to handle grain in this section of Idaho or in eastern Washington. The Kettenbach Grain Co. and the Vollmer-Clearwater Grain Co. both have warehouses at either end of the tramway.

Portland, Ore.—Disregarding the state grades, the grain committee of the Chamber of Commerce has established its own official samples to govern sales made for export from Puget Sound ports. The grades are: No. 1 Walla Walla wheat, 59 lbs.; red chaff, 59 lbs.; blue-stem, 59 lbs.; brewing barley, 47 lbs.; feed barley, 43 lbs.; eastern Washington oats, 37 lbs.; Willamette valley oats, 36 lbs. The committee appointed Alex McAyeal official inspector for Portland and Henry Loushee for Tacoma and Seattle.

PENNSYLVANIA.

Pittsburg, Pa.—Hardman & Heck and C. A. Foster & Co. have been elected to membership in the Grain & Flour Exchange.—T.

Philadelphia, Pa.—Harry Clifford McIntyre, with E. L. Rogers & Co., grain

and hay receivers, was married recently to Miss Moores, of Baltimore.

Pittsburg, Pa.—Supt. O. C. Alexander, of the Grain & Flour Exchange, states that resolutions were recently adopted and sent to the Pennsylvania delegation in congress urging the further amendment of the interstate commerce law so as to give the commission power to enforce its decisions.—T.

Philadelphia, Pa., Nov. 20.—The freezing weather has effectually wound up pastures. It has also been good for our local corn. Cattle will now be housed and require more feed. Corn in transit is scarce and wanted. Good No. 1 timothy and No. 1 mixed hay in transit is in good demand.—L. J. Logan & Co.

Pittsburg, Pa.—The grain and hay shipments from Pittsburg for the week ending Nov. 14, as reported by O. C. Alexander, supt. Grain & Flour Exchange, were: Wheat, 3,000 bus.; corn, 41,850 bus.; oats, 117,840 bus.; rye, 1,000 bus.; feed, 288 tons, and hay, 2,608 tons; compared with 2,000 bus. of wheat, 40,830 bus. of corn, 139,568 bus. of oats, 800 bus. of rye, 159 tons of feed, and 2,669 tons of hay, for the corresponding week of 1902. Receipts for the week ending Nov. 14 were: 17,000 bus. of wheat, 52,250 bus. of corn, 147,290 bus. of oats, 19,000 bus. of rye, 363 tons, of feed, and 3,263 tons of hay; compared with 30,600 bus. of wheat, 51,040 bus. of corn, 174,460 bus. of oats, 12,000 bus. of rye, 209 tons of feed and 3,339 tons of hay for the corresponding week of last year.

SOUTHEAST.

Natchez, Miss.—The exorbitant rates for insurance are creating a sentiment in favor of the repeal of the laws on the valued policy and co-insurance, at the next session of the legislature in January.

SOUTHWEST.

New Orleans, La.—The party of 100 Louisville business men who visited New Orleans Nov. 18 were met by a committee of 50 members of the Board of Trade, a special committee delegated to welcome the visitors. They were entertained with speeches, a boat ride and banquet.

NEW ORLEANS LETTER.

Receipts of grain for the week ending Friday, Nov. 20, were: 228 cars of hard wheat; 31 cars of corn, and 4 cars of rye.

The clearances of wheat from the port for the week ending Friday, Nov. 20, according to the Maritime and Merchants Exchange, amounted to 264,000 bus.

For the first time in a long period corn cleared the port for Europe, 8,748 bus. clearing for Copenhagen. Exporters say that the export movement of corn will start with a rush in a short time and that exports this season will probably be record breaking, even if the movement has been delayed.

New Orleans, La., Nov. 22.—The export grain trade is dull. Exporters are still unable to meet importers' views as to prices, and in addition are not able to buy any large amounts of grain in the country. Millers are still eager for wheat, and corn has not yet commenced to move in the direction of New Orleans. Complaints are also bitter that railroads have not enough locomotives

to move any amount of grain from the country.

The chief topic of conversation in grain circles is the attempt that is being made to consolidate the Board of Trade and the Maritime and Merchants Exchange, which have been in a bitter wrangle over the grain business of the port for over a year. Ever since Fred Muller was taken from his position of secy. of the Maritime and Merchants Exchange and made secy. of the Board of Trade it has been a prophecy among far-sighted business men that it was only a question of time before the 2 exchanges were made one. Recent events have made it apparent that a determined attempt is being made to end all differences between the two business organizations. If the consolidation of the two exchanges is effected it will do away with the dual grain inspection which every grain man knows is working directly against the best interests of the port as a grain receiving and shipping center. As matters now stand the Maritime and Merchants Exchange, at the present time, is doing the greater part of the inspection business of the port, both inward and outward. The Board of Trade, however, claims that it will be only a matter of a short time before it will be doing the major part of the business. All grain men are tired of the controversy and are welcoming the effort that is being made to settle it.—A. J. M.

TENNESSEE

Memphis, Tenn.—The bank accounts of the Odell Commission Co. bucket-shop have been attached in the suit of T. B. Hardaman to recover money alleged to have been lost in grain bets.

TEXAS.

Galveston, Tex.—Gustav Reymershoffer, vice-pres. of the Texas Star Mills, died Nov. 18.

Beaumont, Tex.—A rate of 3 cents on rice to Port Arthur has been authorized by the state railroad commission.

San Antonio, Tex.—M. L. Potts & Co., who succeeded Fields & Son, have suffered loss by fire, and it is not expected that they will resume again.

On his return from a late trip thru Texas Secy. Wilson of the Department of Agriculture, said: Many of the planters are taking the advice of the Agricultural Department and are planting early cotton. Practically the entire late crop was destroyed. The weevil has ravaged much of the best part of the Texas cotton belt. All efforts to exterminate it seem to have been unavailing. Efforts to eradicate the house fly will be about as efficacious. The only way to meet the evil apparently is to plant early cotton and get in the crop before the weevil has opportunity to destroy it.

TEXAS LETTER.

It is announced from Crowley, La., that the rice crop is not so large in that section as was estimated and that 4 of the rice mills have withdrawn their samples from the market on account of having all orders they can fill.

The county of Dallas is preparing to establish an experimental farm for the purpose of testing the various new grains and more especially for the purpose of trying varieties of cotton. This is an innovation that will likely be followed by other counties of the state as these ex-

perimental farms have proved of much value to the communities where maintained by the general government as at Dallas last season for testing Nicaragua wheat.

The weather and general conditions in Texas and the adjoining territory has been ideal for wheat planting and the acreage in wheat and oats planted this fall will greatly exceed that of any previous year in the history of the southwest. Many farmers, especially in central Texas, are cutting down their acreage in cotton very materially and using the ground thus released for wheat and oats, and from the statements of the dealers in implements it would seem that in every section of the state there is an active demand for implements for handling grain land. The grain markets of the state have been and are very active and the demand for wheat has been such in the interior of the state that the price in the country has been and is very much higher than the export price, so that very little of the Texas crop reached the ports. The price of wheat in north Texas is running from 82 to 85 cents, while at Galveston for export the price ranges around 79 cents. Somewhat the same condition prevails in the market for corn but is not so marked and Texas had a good crop of both of these cereals.—J. S. W.

WISCONSIN.

Hartford, Wis.—J. A. Grimm has bot the eltr. of Jas. B. Day and intends buying barley.

Menomonie, Wis.—The Wisconsin Power Co. is enlarging its milling plant and increasing its facilities for handling grain.

Brooklyn, Wis.—The Farmers' Mutual Benefit & Trading Co. has bot the grain eltr. and storage buildings of Richards, Graves & Roberts.

An investigation of alleged secret rebates is being conducted by the Wisconsin railroad commissioner. Books of the roads at Chicago, St. Paul and Minneapolis are being gone over by the commissioners' accountants.

Milwaukee, Wis.—The repairs on the eltr., recently purchased by the Daisy Roller Mill Co. and removed to its present location in two parts, on scows, have been completed. Placing the building on scows consumed 32 days' time.

West Superior, Wis.—The grain in the terminal eltrs. has been assessed by the board of review, the vigorous protests of the grain dealers and railroad attorneys notwithstanding. The board attached much importance to the argument of City Attorney Lyons, who said: The grain was not delayed here merely for the purpose of awaiting taxation, but was here for the purpose of being inspected, graded, the grade raised through various processes and principally that the grain was here for the purpose of sale and would not be transported any farther until it had been sold; the grain was not sold and that it was but an executory contract, not executed, and that the original owner of the grain was still in possession of it and in reality the owner.

MILWAUKEE LETTER.

Lake Geneva, Wis.—Douglas & Dunn, grain and feed dealers, are reported to have sold out.

Port Washington, Wis.—The Ozaukee County Malting Co. has made large pur-

chases of barley on the Milwaukee market, farmers' deliveries in this section being far below their requirements.

Warrens, Wis.—H. Bentzen is buying and shipping grain this season for the account of the Geo. Warren Co.—T.

Waupaca, Wis.—Johnson Bros. are buying and shipping seeds from this station but have no facilities for handling grain.—T.

Neillsville, Wis.—A. B. Marsh recently completed a 20,000-bu. eltr. and has installed a 30-h. p. gasoline engine. He will operate a feed mill in connection.

Oshkosh, Wis.—Newell & Lewellyn, wholesale dealers in flour and feed, are buying grain for shipment, although a strong local demand absorbs most of the offerings from farmers in this vicinity.

John E. Gleason, who was formerly chief clerk of the Western Railway Weighing Assn. and Inspection Bureau, has accepted a position as traffic manager for the F. Kraus Co., grain shippers.

Plymouth, Wis.—Huson Bros. & Timm Co. are so situated that they can ship over either the Milwaukee or Northwestern roads, which has been an important factor in enabling them to build up a large trade.

Colby, Wis.—J. E. Lyon handles grain here but finds a good market for it without going outside of this section. The country is developing so rapidly, however, that there will soon be a surplus for shipment.

Iron Ridge, Wis.—A. Grabow, who is in partnership with F. Voelker in the mdse. business, also manages his grain warehouse and directs the shipping. The Wis. Malt & Gr. Co. has a buyer at this station.

Poynette, Wis.—Jamieson Bros., grain dealers of this place, are financially interested in Wm. Mair & Co., of Charter Oak, Ia., and the Mair-Rockstad Co. of Morrisonville, Wis., engaged in the same line of business.

Stevens Point, Wis.—L. Starks is one of the firm of E. M. Copps & Co. of this place who are buying grain and potatoes at a number of stations on the Wis. Cen. Ry., including Stockton, Centralia and Milladore.

A strong and representative delegation will be sent to Chicago by the Milwaukee Chamber of Commerce, Dec. 1st, to urge the claims of this city for the next annual convention of grain dealers. Secy. Watrous of the Citizens' Business League will accompany it.

Bay City, Wis.—The Farmers' Grain Co. has engaged in business here with W. E. Tucker, as mgr., who is an old and experienced buyer and familiar with the customs of the trade, and it is not expected that the new company will exercise any disturbing influence.

Choice samples of wheat are in active demand but medium samples sell less readily and low-grades drag; barley holds about steady, with an easier tone to the market; oats suitable for the feed trade bring favorable prices—other qualities dull; corn and rye sell well; flax and clover seed are strong; timothy-seed in fair request.

An effort is being made to keep the space between the outer and inner entrances of the Chamber of Commerce clear of loafers and curb-traders, who are in the way of those going in and out on business connected with the board. This class of people constitutes a serious annoyance to members of more than one

important exchange, and the example of Milwaukee's veteran door-tender, the only Archie McFadden, could be imitated with profit elsewhere.

W. H. Dodsworth, general agent of the Milwaukee road, is warmly praised by grain dealers here for the promptness and efficiency with which he provides a remedy for anything complained of, and for the excellent switching service that has been inaugurated since he took charge of the local office. The delays incident to making deliveries which have harassed buyers and receivers for many years past during the fall and early winter months have not been experienced this season in any large measure, and returns to shippers for grain arriving over the C., M. & St. P. lines are being made so much more promptly than from some competing markets as to constitute a valuable asset in favor of Milwaukee. The Northwestern's service has also been greatly improved in order to keep pace.—T.

Export Rates on Grain Unlawful.

The Interstate Commerce Commission today, in opinions by Commissioner Prouty, announced its decisions of three cases brought by the City of Wichita.

In the first case, against the Atchison, Topeka & Santa Fe Railway Company and others, it was alleged that the rate charged by them on grain for export from Wichita to Galveston was unlawfully higher than the export rate on like traffic in force for the longer distance from Kansas City to Galveston, on some of which lines Wichita is an intermediate point. It appeared that competition, which does not exist at Wichita, actually controls and forces the rates from Kansas City, which are, nevertheless, remunerative to the carrier; but that the present wheat rate of 30½ cents from Wichita to Galveston is excessive as applied to wheat and other kinds of grain to the extent of two cents per 100 pounds. The Commission held, therefore, that the export rates on grain from Wichita to Galveston are unreasonable and unlawful, and should be reduced in accordance with the finding, but that order can be directed only against the unreasonableness of such rate and not against the adjustment of export rates as between Kansas City and Wichita to Galveston.

The principle governing the decision in this case is based upon decisions rendered by the United States Supreme Court, which hold in effect that where actual competition exists at the more distant point, which does not obtain at the intermediate or nearer point, and where such competition has actually produced a lower rate at the more distant point, which the carrier cannot control and must meet to obtain a share of the business, neither the third nor the fourth section of the act to regulate commerce prohibits the disparity in rates at the shorter and longer distance points, provided that the longer distance competitive rate is remunerative and the shorter distance point rate is reasonable. Inasmuch as the Commission has no power to enforce its view of this matter, the railroad is very likely to charge whatever it pleases. The shipping public has no rights.

Buckwheat exports during the 9 months prior to October 1 amounted to 31,125 bus.; compared with 141,939 bus. for the corresponding period of 1902.

Eastern Dealers to Organize.

New York City grain dealers have taken steps to organize an Eastern Grain Dealers Assn., the following committee having been appointed to do the preliminary work: James Simpson, N. Y.; W. H. Smith, Jersey City; Geo. Hollister, N. Y.; F. M. Turnbull, Newark; W. R. Tilson and L. A. Morey, N. Y.

Mr. Morey, secy. of the committee on organization, writes under date of Nov. 20:

"The Eastern Grain Dealers Assn. will be somewhat similar to the Grain Dealers National Assn. Our aim is to include country buyers as well as those belonging to the Eastern Exchanges. Our object is to protect one another against unscrupulous persons, both east and west. I might say that there are in the east as well as the west so-called grain dealers who do not always live up to their contracts when the markets go against them. We think by organizing we can, with moral and other persuasions, bring these persons to see the folly of their ways."

A meeting was held in the New York Produce Exchange some time ago and the committee on organization selected. In a circular announcement sent out the objects of the association were given as the promoting and fostering of equity in trade and the providing of protection against abuses.

The work of this committee has been delayed on account of the absence from the city of its chairman.

Before entering seriously into the consideration of plans, this committee deems it advisable to bring the matter of the above proposed organization to the attention of all wholesale grain dealers throughout the East. We submit:

The organization as contemplated should be of immeasurable advantage to all jobbing grain dealers.

There are many abuses under which we suffer—abuses of railroads, abuses of shippers, abuses of buyers—which as individual concerns we are forced to bear, but which the force of a strong organization could ameliorate or do away with.

To be effective this organization must be strong. It must be very comprehensive and very representative. It must embrace the dealers generally throughout the East.

As no specific plans or propositions have been as yet considered we can present you with nothing but an invitation to join hands with us.

Will you kindly address the secretary as below advising if you would be pleased to become a member of such association as proposed? And will you have a representative attend the general meeting which shall be called shortly (due notice of which shall be given) to hear the report of this committee and to take definite action with respect to organization?

Wheat market has been a hard one to guess this week. (Also last week, and any old week.)—J. F. Zahm & Co.

The Bristol Channel and West of England Corn Trade Assn. has bound itself by recent resolutions not to purchase f. a. q. Black Sea or Azoff grain cargoes under any other than the present mode of standard making.

Breadstuffs, principally wheat, flour and barley, shipped to the Hawaiian Islands during the 3 months prior to October 1 were valued at \$392,173; compared with \$313,923 for the corresponding months of last year.

Gasoline Engine Valves.

The valves of a gasoline engine are given very hard service compared with those of a steam engine, and the successful running of the engine depends very much on maintaining the valves in the best condition. Engines sometimes run for months wasting gasoline steadily without the operator knowing the cause, simply because the leaky condition of the valve is unknown to him, being out of sight.

The mushroom type of valve is the most common on gasoline engines. In the engraving herewith A is the face of the valve, which bears on the seat B. D is the opening thru which the gasoline and air are drawn. The perfect fit required between A and B is obtained by grinding the surfaces together with a paste of ground emery and boiled linseed oil between. The valve is turned first in one direction and then in the opposite to avoid grinding ridges and grooves in the surfaces.

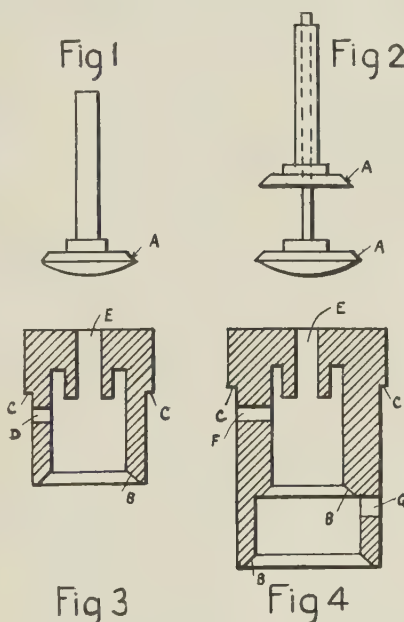
CARE OF VALVE STEMS AND SEATS.—Many engineers overlook the oiling of the bearing E. Few engines are supplied with oilers for these valve stems; and, if neglected, they will get dry and cut, writes Albert Stritmatter in the *Operative Miller*. Use the same oil that is used on the piston. Low fire test or ordinary machine oil would soon burn and gum and cause the stem to stick. It is a good plan to oil these stems every day or so with kerosene, or gasoline, which will clean off the gummy oil and permit free motion.

Sometimes the valve seats and the face of the valve will get gummy up with lubricating oil or soot. Or, if the engine has been allowed to stand idle in a damp place for any length of time, they will get rusty. If this occurs the valve will leak and must be ground to its seat as before referred to. If the engine is constructed with a removable valve and cage as shown in Fig. 2 the regrounding can be done after taking these parts out. Otherwise they must be ground in the cylinder. Once in a while an engine will give trouble because the valve stem has been bent by being hit with something. If this occurs of course the stem must be straightened.

MOISTURE IN CYLINDERS.—In cold weather after an engine is shut down and the air in the cylinder cools off, the moisture in the air is condensed. If the valves happen to be located in the bottom of the cylinder this moisture will run around them and freeze them tight. On attempting to start up in the morning the valve may stick so tight as to cause some part of the engine to break. It is therefore a good plan to give the valve stem one or two light taps so as to loosen it before attempting to start the engine.

THE DOUBLE FUEL VALVE used sometimes in regulating the mixture of the fuel is shown in Figs. 3 and 4. F is the gas inlet and G is the air inlet. It will be seen that the upper valve stem is hollow and allows the stem of the lower valve to project up through it. The mechanism operating the valves of course moves the stem of the air valve for a short distance until it reaches the stem of the upper valve, which is then closed. In this way any amount of air can be drawn into the cylinder before the gas valve begins to open. In such a valve of course both the valves and their seats must be kept tight.

POSITIONS OF VALVES.—Valves are placed in various positions. Some manufacturers have a vertical valve, while others have a horizontal. Of the former, some open upwards and some the reverse; still other engine builders place their valves at an angle of 45 degrees. The main objection to the horizontal valve or that placed at an angle is that the bottom side of the stem and its bearing will wear more than the top side, and, in time, the valve will drop down so low that it will not come to its seat properly. With the vertical valve this is not the case. This objection, however, is answered by the friends of the horizontal valve by stating that their valve stems and bearings are made of very hard metal, and so the wear is very slight. They also state that the horizontal valve can be operated more easily than a vertical valve, which requires some special device other than a simple cam on the side shaft; this extra device requires some power, and makes the engine less simple.



Gasoline Engine Valves.

HOW FUEL VALVES ARE OPENED.—In some makes of engines the fuel valve is opened by suction while the exhaust valve is opened positively, and in other makes both valves are opened positively, i. e., by some such device as a cam or lever. Practically all valves are closed by the action of a spring coiled around their stems.

Suppose the fuel valve is opened by suction. On the first outstroke of the piston there is a slight vacuum created at first, and then the suction opens the fuel valve, drawing in the charge. The valve closes as the charge is compressed, ignition takes place and the piston moves out; but the pressure from the explosion holds the fuel valve shut. On the next instroke of the piston the exhaust valve opens and the gases are driven out. The objection to such an operation is that the valve closes under the compression with a hard knock, tending to crystallize the valve and eventually break it. With the valve operated positively, the cam or lever prevents the valve from closing too swiftly, and thus saves the valve by preventing the hard blow in closing. And yet, users of engines operated by suction frequently

state that they have never experienced any trouble from breaking valves.

Many engineers who think that if the igniter and fuel supply are all right the engine will work properly, will find by looking further that the source of their trouble is in the valves.

After the Fire.

By C. A. McCotter.

After the fire is over, beware of that always present "Wise One" who tells you "Not to touch a thing until the Adjusters arrive."

If there is anything of value, real or personal, left after a fire, read your policy and see what it tells you to do with it.

If there is grain involved in a loss, get to work at it without delay. Put the fire out and handle it as a prudent man would if he had no insurance.

In case of a loss if there is grain salvage that will soon become worthless, sell it to the best advantage for the account of whom it may concern.

Remember it is your duty under your contract to save every dollar you can after a fire, and a clear failure to do this will make you responsible for such loss.

A most desirable thing in case of loss is to have your books in shape to show exactly how much grain you had on hand.

Want Terminal Charges Reduced.

Grain dealers at Milwaukee are awaiting with much interest the outcome of the suit recently brought before the Interstate Commerce Commission, on behalf of the independent coal dealers, to reduce terminal charges on coal, inasmuch as the coal men are to be represented throughout by the Wisconsin Railroad Commissioner.

The latter was induced to act on account of the precedent furnished by the Minnesota Railroad and Warehouse Commission in assisting the Cannon Falls Farmers' Ele. Co. to present their case.

C. A. Tupper of Milwaukee obtained from Secretary Clausen of the Minnesota Commission full information regarding the line of action taken and brought it to the attention of Gov. LaFollette, who at once took the matter up with R. R. Commissioner Thomas. The latter very readily consented to act for the coal dealers, and if he succeeds in his present effort before the Interstate Commerce Commission he will be asked to take up the subject of grain rate discriminations alleged to be practiced against Wisconsin terminals.

The advantage of having such a case prosecuted by or with the assistance of a state commission will be readily appreciated. Much of the preliminary work of getting it into shape and taking evidence can be effected before it reaches the Interstate Commerce Commission, and a final decision can be more speedily reached. Cases brought by private interests often drag out interminably for the reason that they are not properly presented and are cumbered with much irrelevant matter.

Usually the right side of the market is the outside.

If a rule against customers drawing out profits on open trades is a good thing, why not prohibit brokers from granting credit to good customers?

Patents Granted

Dust collector. No. 744,645. John S. Thurman, St. Louis, Mo.

Explosive engine. No. 744,342. Bernhard G. Holz, Buffalo, N. Y.

Hydrocarbon Engine. No. 744,380. Jos. C. Meredith, Kansas City, Mo.

Malt breaking mill. No. 744,567. Hans Krusemark, Dresden, Germany.

Governor for gas engines. No. 744,438. John S. Thurman, St. Louis, Mo.

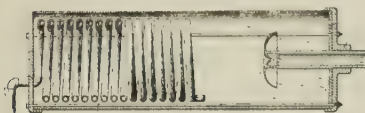
Valve for explosive engines. No. 743,915. Walter J. McVicker, Rogers, Neb.

Carbureter for explosive engines. No. 743,416. Jos. D. Anderson, St. Marys, O.

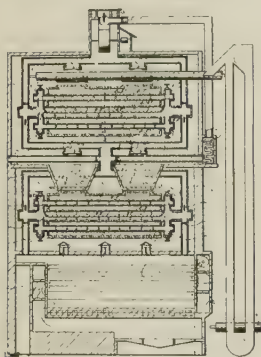
Controlling mechanism for gas engines. No. 744,486. Lee S. Chadwick, Ridley Park, Pa.



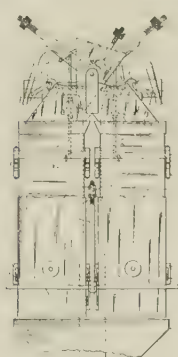
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744,342



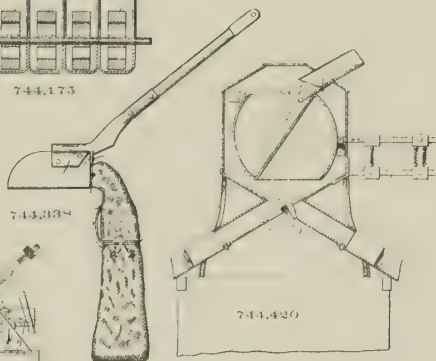
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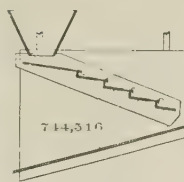
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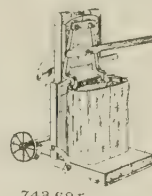
744,438



743,915



743,416



744,486

Cooling device for explosive motors. No. 743,556. Harry J. Perkins, Grand Rapids, Mich.

Regulator valve mechanism for explosive engines. No. 743,845. John Ellis, Allegheny, Pa.

Mixer for gas engines. No. 743,780. Henning F. Wallmann, Chicago, Ill., assignor to Wallmann Engine Co., Chicago.

Carbureter for explosive engines. No. 744,257. Thos. L. Sturtevant, Quincy, and Thos. J. Sturtevant, Newton Center, Mass.

Starting device for gas engines. No. 743,637. David F. Graham and Frank A. Fox, Stamford, Conn., assignors to Graham-Fox Motor Co., New York.

Bag filler and holder. No. 744,697 (see cut). Miles E. Hall, Plainfield, N. J. The bag is fastened to a short spout at the back end of the scoop, so that when the scoop is elevated the grain falls into the bag.

Holder for bags. No. 743,691 (see cut). Frederick Cords, Bentinck, Canada. The arms on which the bag is hung are piv-

oted at their upper ends on a movable block sliding vertically in a guideway in the standard. The arms are spread apart by a lever and cams.

Feeder for bag filling machines. No. 744,175 (see cut). Frederick Dedreux, Cleveland, O. The buckets in the hopper have a discharge spout in the lower end, the sides having slots thru which runs the shaft turning the feeding wheels. The part of the slots above the shaft are closed by slides.

Malting process. No. 743,810 (see cut). Bernard Berg, Chicago, Ill. The processes of steeping, germinating and drying are effected in any suitable apparatus that will permit the formation of diastase without sugar in the beginning; and then, under increasing temperature, the formation of both sugar and dextrine.

Weighing machine. No. 744,420 (see cut). Madison L. Smail, Medford, Okla. Journaled on the inner terminals of the weighbeam is a hopper receiving material thru a valve-controlled inlet spout. The trunnions of the hopper have notched disks secured to their outer ends. The

poise of the weighbeam and the block on the stationary beam are connected by springs.

Portable conveyor. No. 744,163 (see cut). John A. Brown, Portland, Ore. A framework mounted on wheels has a series of crown faced rollers in the upper part, another series of rollers in the central part, an idler drum at one end and a driven drum at the other, over both of which travels an endless belt supported by the rollers. The drum is driven by an electric motor.

Muffler for explosive engines. No. 744,418 (see cut). Robert C. Shepherd, Los Angeles, Cal., assignor to John R. Newberry and Russell J. Waters, Los Angeles. Entering the shell at one end thru the large pipe and deflector the products of combustion leaves thru the coiled pipe. The proportion of the pipes is such that the capacity of the coil is much greater than that of the inlet pipe.

Riddle for grain cleaners. No. 744,516 (see cut). Edward Early, Lathrop, Cal. The riddle consists of side frames, transverse plates between the frames, each suc-

cessive plate being located below and in advance of the front edge of the preceding one, having upturned edges. Wire pins project from the front edges over the intermediate spaces and above the succeeding plates, the wires being bent alternately upward and downward so as to provide an increasing distance between them from the base to the discharge ends.

Automatic weighing machine. No. 744,162 (see cut). Chas. T. Brown, Chicago, assignor to Wm. F. Grower, Chicago, Ill. The handle attached to the movable abutments of an automatic weighing machine, passes thru one of the walls of the bucket and is provided with a slot. Thru the slot extends the projection from the abutment on the outside of the bucket. The handle is held yieldingly in place by a spring on the projection underneath the abutment. The weighing beam, the fulcrumed bar and the pivoted lever are positioned so that when a load is placed in the bucket the weighing beam is free to move a short distance to actuate the latch and release the pivoted lever to accelerate the downward movement.

The New Erie Canal.

The approval of canal enlargement at an expense of \$10,000,000 by the voters of New York has insured the boatman's dream to be a future reality. With the canal assured, interest is directed to the engineering questions and the time required to complete the work.

Five years will see the work finished, competent authorities maintain. Engineers also state that the present canal need not be closed during the period of construction. During the winter months work will be pushed on such parts of the old canal as will form a part of the enlarged canal.

The Erie, Oswego and Champlain Canals are to have a minimum bottom width of 75 ft., and minimum depth of 12 ft. In rivers and lakes the canal shall have a bottom width of 200 ft. The locks are to have a length of 328 ft., width of 28 ft. and a minimum depth of 11 ft.

Unscrupulous railroad corporations have fought the canal in season and out of season. By cutting the rate on grain to 2½ cents a bu. they accomplished the ruin of the boatmen, who could not carry wheat at less than 3 cents and live. From 6,000 boats in 1862 the number was reduced to 500 in 1902. Exorbitant elevating charges at both ends levied upon canal grain by the railroad controlled elevators helped the canal on the downward path. Having disposed of the canal as an important factor the railroads promptly raised their rates.

Railroad competition with the enlarged canal will be so far out of the question that it will not be attempted. The 1,000-ton barges of the new Erie canal will carry freight at a profit of 0.52 mill per ton per mile, or 26.1 cents per ton, Buffalo to New York. The boats in use at present and for 25 years past have a capacity of only 240 tons, and are unable to compete with the railroad trains which in that time have increased in capacity ninefold. The present maximum railroad train carries 2,700 tons of wheat. A fleet of 1,000-ton barges will carry 3,900 tons of wheat, and at an operating cost much lower than that of the train.

Germany in years gone by was a regular exporter of wheat. In recent years the empire is importing wheat on an increasing scale.

Moisture

should be removed from your grain before it leaves your elevator. Then you can rest easy as to its condition when it arrives at destination. It is now possible for every country elevator man to dry grain, for the

PERFECTION GRAIN DRIER

is within reach of all and it is practical, too. A postal card request will bring full information.

REFERENCES:

BABCOCK & HOPKINS, Rensselaer, Ind.
CALDWELL, BARR & CO., Earl Park, Ind.
ROSS & ROSS, Chalmers, Ind.

TWEEDALE & HARVEY

ROOM 905, 303 DEARBORN ST.
CHICAGO

The Purchase of the

Hess Pneumatic Grain Driers,

To the exclusion of all other devices, by

The Armour Grain Company	Chicago
Bartlett, Frazier & Company	"
Chicago Ry. Terminal Elevator Co.	"
Chicago Dock Company	"
The Richardson Company	"
Chicago Grain Salvage Company	"
Consolidated Elevator Company	Duluth
Northern Grain Company	Manitowoc
Cleveland Grain Company	Cleveland
Updike Grain Company	Omaha
Illinois Central R. R. Company	New Orleans
Texas & Pacific Ry. Company	"
Kansas Grain Co.	Hutchinson, Kans.
Omaha Elevator Co.	Omaha, Neb.
Midland Elevator Co.	Kansas City
Duff Grain Co.	Nebraska City, Neb.

AND MANY OTHERS.

Indicates the unanimous conviction among grain men that the HESS DRIER is a necessary and profitable adjunct to the grain business.

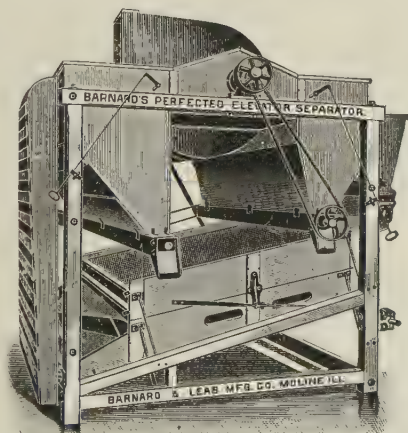
The investments by the above mentioned concerns alone, in HESS DRIERS aggregate \$225,000.00.

New book describing the drier free.

Hess Warming & Ventilating Company

707 Tacoma Building ————— Chicago

Could Not Be Improved



This is the verdict of one user.

BARNARD'S PERFECTED SEPARATORS contain all the latest and most up-to-date features.

OWOSSO, MICH., Oct. 2d, 1903.

BARNARD & LEAS MFG. CO.

Gentlemen:—We have used your machines almost continuously since they were installed this last Spring, and are pleased to say that they have given entire satisfaction. We do not see where we could improve on them in the least for our use. Therefore, we heartily recommend them to any parties who are desirous of machinery of this kind.

Very truly yours,

VIGOR O HEALTH FOOD CO, LTD.

The sieve and air separations made by these machines are especially worthy of your consideration. They save the screenings for feed and thus add a source of income.

BARNARD & LEAS MFG. CO.

BUILDERS OF ELEVATORS AND ELEVATOR MACHINERY, MOLINE, ILL.

Suits— Decisions

The Geo. A. Adams Grain Co., of Kansas City, Mo., has brot suit against James H. Conrad to recover \$826 alleged damages for failure of Conrad to deliver 13,000 bus. of oats on a contract.

The collection of 20 cents per ton royalty by the Interior Department on hay shipped out of the Indian Territory is illegal under a late decision by United States Commissioner Stanfield.

The farmers' co-operative shipping assn. has brot suit in the Supreme Court of Nebraska to compel the C., B. & Q. R. R. to grant it a site at Bladen, Neb., on which to erect an elevator.

E. T. Staten & Co., of Dallas, Tex., have brot suit against Hammel & McCarty, Bronson, Kan., to recover \$605 damages for alleged failure to deliver 11,000 bus. corn on a contract.

E. W. Coberly has brot suit against the Kansas Grain Co., of Hutchinson, Kan., to recover \$7,450 damages alleged to have been sustained by a fall from a building the company was erecting.

The John Wahl Commission Co., of St. Louis, Mo., has brot suit against John Dammann & Co., of Dixon, Ia., to recover \$700, the alleged loss by reason of defendants' failure to deliver barley sold.

Mrs. Hattie Edmar was given judgment recently in the circuit court of Coles Co., Ill., against the Odell Commission Co., a bucket-shop of Cincinnati, O., in the employ of which, as agent, her husband had lost \$25,000.

Kate K. Moore has brot suit against J. J. Anderson at Nashville, Tenn., to recover a car of millet alleged to be her property, but levied upon by creditors of her husband, the car having been shipped to Nashville in his name.

The party who is ready to perform is entitled to full indemnity for the loss of his contract. He should not be made to suffer by the delinquency of the other party, but ought to recover precisely what he would have made by performance.

Grain dealers at Rutland and Dana, Ill., have brot suit against the Santa Fe R. R. Co. to recover the loss on account of failure of the company to supply cars in time to take advantage of the market, and in time to deliver under their contracts.

The Hammond Elevator Co., of Hammond, Ind., has brot suit against the Western Union Telegraph Co. for an order of court compelling the company to supply the continuous market quotations of the Chicago Board of Trade, which the court granted pending the hearing.

The inability of Dahl & Peterson, of Atwater, Minn., to adjust the loss on the grain burned in their elevator has led to a suit against the insurance companies by the Security Bank of Atwater, Walter Thexton of Minneapolis, and other creditors. The grain was insured for \$4,000, and the companies offered \$2,300.

The Omaha road will appeal from the decision of Judge Vinje at Superior, Wis., that its elevator is subject to taxation by the city and county. The company

claimed the elevator was a necessary adjunct to its business and taxable under the state levy. The court reasoned that as other elevators at Superior could be used by the company its elevator was not essential to its business.

Where plaintiff agreed to furnish certain machinery within a fixed time, but failed to perform its contract in time, and defendant accepted the same when subsequently tendered, the fact of defendant's acceptance was not in itself a waiver of its right to demand damages for the delay which it could insist on in reduction of the contract price.—*Medart Patent Pulley Co. v. Dubuque Turbine & Roller Mill Co.* Supreme Court of Iowa. 96 N. W. 770.

Title to a certain lot of hay in a barn passes by a sale, by the ton, on credit, with privilege of allowing it to remain a while, so that the purchaser is liable for the purchase money, to be ascertained by the best evidence, where, by accident and without fault of the seller, the hay was burned after it might have been, but before it was, removed, though it was to have been weighed as removed to ascertain the amount.—*Allen v. Elmore.* Supreme Court of Iowa. 96 N. W. 769.

That the word "provisions" includes corn, oats and bran was decided Nov. 7 by the Supreme Court of Kansas. It was alleged that corn, oats and bran are feed for horses and "provisions" are food for mankind only. The court says this is wrong and it goes back to Dr. Johnson's dictionary and quotes the following ancient definition of oats: "A grain, which in England is generally given to horses, but in Scotland supports the people." Evidently the court will admit nothing to be obsolete.

Parties selling oats for feeding purposes which have been damaged by a fire in the building where they were stored, and during the confusion caused thereby exposed to the liability of being impregnated with paris green kept in the same room as the oats, are liable to the buyer for the loss of animals from poisoning by eating the oats, though the buyer purchased the oats with the knowledge that they had been damaged by dampness and other causes during the fire, but without knowing that they had been exposed to the paris green.—*Provost v. Cook.* Supreme Court of Mass. 68 N. E. 336.

Where the board of directors of a corporation is authorized to hear complaints charging members thereof with violations of the by-laws, a member charged with a violation, who deems the charges indefinite, must appeal to the trial board to have them made specific, and cannot apply to a court of equity for relief in advance of the board's action on the matter, on the assumption that when called upon to do so the board will either refuse to perform its duty or commit jurisdictional error otherwise.—*Wood v. Chamber of Commerce of the City of Milwaukee.* Supreme Court of Wis. 96 N. W. 835.

Where a charter party provided that a steamer should proceed to a given port, to be discharged with customary steamship dispatch as fast as the steamer could deliver, according to the custom of the port, with an exception in respect of delay occasioned by a strike or lockout, and on arrival at the port delivery was delayed by the crowded state of the dock, and these circumstances were such that the vessel could not be discharged more quickly elsewhere in the port, and the

consignees used all reasonable means to procure the discharge, the consignees would not be liable for demurrage.—*Hulthen v. Stewart.* English House of Lords.

If an agent fails to carry out the instructions of his principal he is liable for any damages which may result from such neglect. If an agent is instructed to insure property, and fails to do so without notifying the principal, and the property is destroyed without insurance, he can be held responsible for the loss suffered by the principal. If an agent is instructed to buy and ship goods, and fails to do so as instructed, he is liable in damages for the reasonable profits which would have accrued from the transaction. On the other hand, for failure to sell when he is instructed to, he is liable for any loss, while if a gain results from a delay, it belongs to the employer.

The Nash-Wright Co., of Chicago, Ill., brot suit against Johnson, Lane & Co., in the district court of Mahaska Co., Iowa, to recover a balance of \$200 alleged to be due on account of grain sold on commission, and, defendants failing to make answer, were given judgment by default. Whereupon Johnson, Lane & Co. brot suit to have the judgment set aside, as Nash-Wright's attorney had agreed with the attorney of Johnson, Lane & Co. not to press the suit without further notice, which they allege was not given. Johnson, Lane & Co. set up a counterclaim of \$3,894. The court set aside the judgment and ordered the case to be retried. The Nash-Wright Co. appealed to the Supreme Court. As the attorney for Nash-Wright claimed to have notified defendants' attorney the Supreme Court reversed the last decision.—96 N. W. 760.

Code, section 717, provided that cities shall have power to establish and regulate markets and scales, and provide for the measuring or weighing of merchandise, and to regulate or prohibit huckstering in the markets and the stands or places to be occupied by vendors, and to authorize the arrest of any person violating its regulations, etc. *Held*, that such section authorized a city to adopt an ordinance locating a city market on a certain street, and providing that corn and other articles should not be weighed or sold in any other street in the city. Where corn was sold for grinding at a roller mill within the corporate limits of a city, it was within a city ordinance requiring corn sold for consumption within the city to be weighed on the city scale. A city ordinance requiring corn sold for consumption in the city to be weighed on a city scale was not invalid as an unreasonable restraint of trade.—*State v. Smith.* Supreme Court of Iowa. 96 N. W. 899.

That the owner of an elevator can never obtain title to the right of way on which it stands, thru a long-continued possession of the land, has just been decided by the Supreme Court of Nebraska in the suit of W. H. McLucas against the St. Joseph & Grand Island R. R. Co., over the site of an elevator at Fairbury, Neb., of which McLucas and others have held continued adverse possession for more than 15 years. The court said: According to the decision of the supreme court of the United States the case of railroad company vs. Townsend, 23 Fed. Rep., 761, a congressional grant of right of way for the construction of a railroad is upon an implied condition which is inconsistent with the acquisition in any manner of any part of such right of

way by a private individual or a corporation. The right of way of the G. I. R. company having been acquired by grant from the general government for construction of a railroad, the statute of limitation is not a defense to an action brought by said company to recover possession of a strip of land within such right of way.

The noxious weeds that infest many a Minnesota farm can be destroyed by raising a crop of hemp.

Irrigation of 2,000,000 acres in central Washington is proposed by the federal government, whose engineers are investigating the feasibility of tapping the Spokane River.

To find the approximate weight of a belt in pounds, multiply the length of belt in feet by width in inches and divide the product by 13 for single and by 8 for double belt.

Mice are kept out of stacked grain in California by filling the spaces between the sacks of a pile with grain. The mice cannot work in such a pile, and only around the outside.

The grain business is one that requires much executive ability and intense management. Those assns. that have not these basic principles can never hope to make a success of the grain business. The fault lies in not applying business methods. Can we wonder at some failures?—Northwest Farmers Review.

At Rampart, Alaska, in latitude 65 degrees, a station was established by the Department of Agriculture in the summer

of 1900. Winter rye, seeded there in August of that year, lived thru the winter perfectly under a good covering of snow, the temperature having fallen to 70 below zero. It matured grain by Aug. 1. Barley seeded in May was ripe by Aug. 15.

The old merchant grain firms at Liverpool are not doing the business they used to. The milling business is concentrating in fewer hands and the millers are trading more largely direct. There is not the room for the middle man at Liverpool

there was years ago. The only houses which are maintaining themselves are those which have their main offices in the different grain centers of the world and can act as holders for the millers on a commission.—H. E. Rycroft.

Broom corn exports for the 9 months prior to October 1 were valued at \$151,027; compared with \$123,724 for the corresponding months of last year, as reported by O. P. Austin, chief of the bureau of statistics.

THE CORN SHELTER

which is not easily broken by foreign substances admitted with corn is the cheapest in the long run. The average life of a **Champion Sheller** is 25 years.

MADE BY

R. H. McGRATH, Lafayette, Ind.



WE ARE LARGE MANUFACTURERS OF

Steel Roofing, Corrugated Iron, Etc.

We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

SYKES STEEL ROOFING CO., CHICAGO, ILL.



Why don't you inquire about our Seamless Cotton Grain Bags. We can save you money.

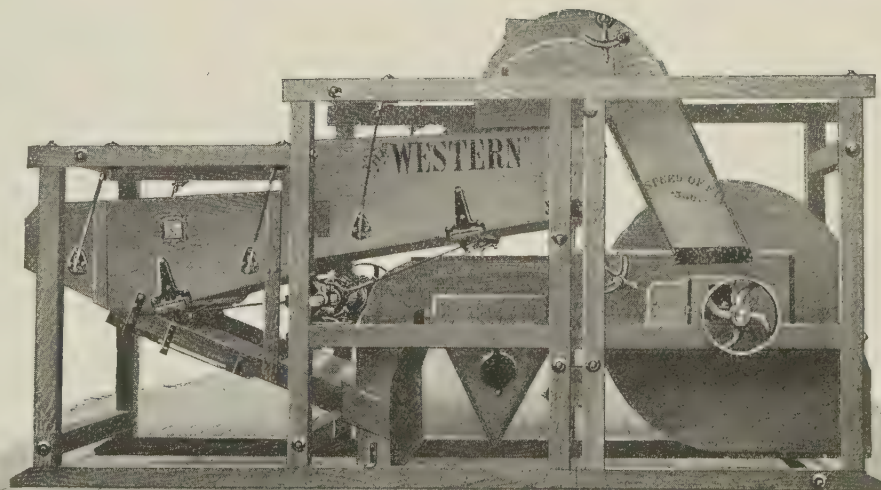
MILWAUKEE BAG CO., - - Milwaukee, Wis.

"Western" Shaker Cleaner

Cleans corn, wheat or oats perfectly without changing screens. Using one on your grain will insure enough better grades to pay for it.

"Western" Corn Sheller

is designed especially for grain warehousemen. It has large capacity and is well built. Its improved adjusting lever makes it possible to adjust the cylinder to any kind or condition of corn while running. Made in eight sizes. Write for catalog and discounts.



Side View of Western Shaker Cleaner.

MANUFACTURED
BY

UNION IRON WORKS

DECATUR,
ILLINOIS

We make a specialty of the machinery and plans for modern elevators—employing a licensed architect.

New Orleans Wants Next Convention.

New Orleans is after the next annual meeting of the Grain Dealers' National Asso. in earnest, as is evidenced by the following letter recently addressed to the officers and directors of the Grain Dealers' National Asso.:

At the convention of the Grain Dealers' National Association, recently held at Minneapolis, the New Orleans Board of Trade extended an invitation to your association to hold its 1904 convention in the city of New Orleans.

This invitation was joined in by the mayor, in behalf of our citizens, the New Orleans Cotton Exchange, the Progressive Union and the Interstate Mississippi River Improvement and Levee Association on behalf the other commercial interests of our city.

We understand that your Board of Directors will act upon the question of location for the next convention at a meeting to be held in December at Chicago, and for this reason we desire to point out to you the special advantages which we claim for your association if the convention is held in New Orleans, and we sincerely hope that your decision will be in favor of our city.

You are, no doubt, aware of the fact that New Orleans to-day is the leading export center for grain, and its commercial importance, it is conceded, will still further be stimulated by the inauguration of a grain future market under the auspices of the New Orleans Board of Trade.

On the other hand, there are at present very few members of your association in the South and Southeast, which fact should not only make it desirable, but advisable as well, for your convention to meet in New Orleans, in order that your influence may be extended over the South as well as it is over the West and East.

The benefits derived thereby would be mutual, as additional strength gained by your association would naturally mean the correction of many abuses under which the grain shippers are at present suffering.

While we appreciate the fact that the trip to New Orleans would be rather far for some of your members, this would hardly cause you to hesitate, since a careful canvass by our delegation at the last convention pointed without doubt to a general desire on the part of the country shippers in particular to come to New Orleans. We also point with pride to the fact that of all the contestants for the honor New Orleans was the only city seconded by delegates from other states, while Buffalo and Milwaukee were proposed and seconded by delegates from their respective cities only.

As a convention city New Orleans has the reputation of first-class facilities for handling large crowds, and arrangements can be made for the accommodation of all delegates in one hotel, where the convention could also be held, and where all committee meetings could take place. Under these circumstances all excuses would be removed for members becoming "Strayed, Lost or Stolen" between the hotel and the convention hall. We also propose to furnish market quotations in the convention hall, so that members can keep in close touch with the market while attending the sessions.

In reference to our climate, there should be no hesitancy in coming to New Or-

leans in June, as that particular month is as pleasant here as elsewhere.

New Orleans is often pointed out as a summer resort, and, as a matter of fact, we seldom have a temperature higher than 93 degrees, as compared with 100 and above in the cities in the East.

While we question the wisdom of a change in the time from October to June, we are, nevertheless, just as anxious for the convention in June as if held in October, and we hope that when the question comes up you will decide in favor of New Orleans.

We do not know whether it is admissible to touch upon social features, but we do assure you that the members will be entertained most elaborately and with the proverbial Southern hospitality, and, no

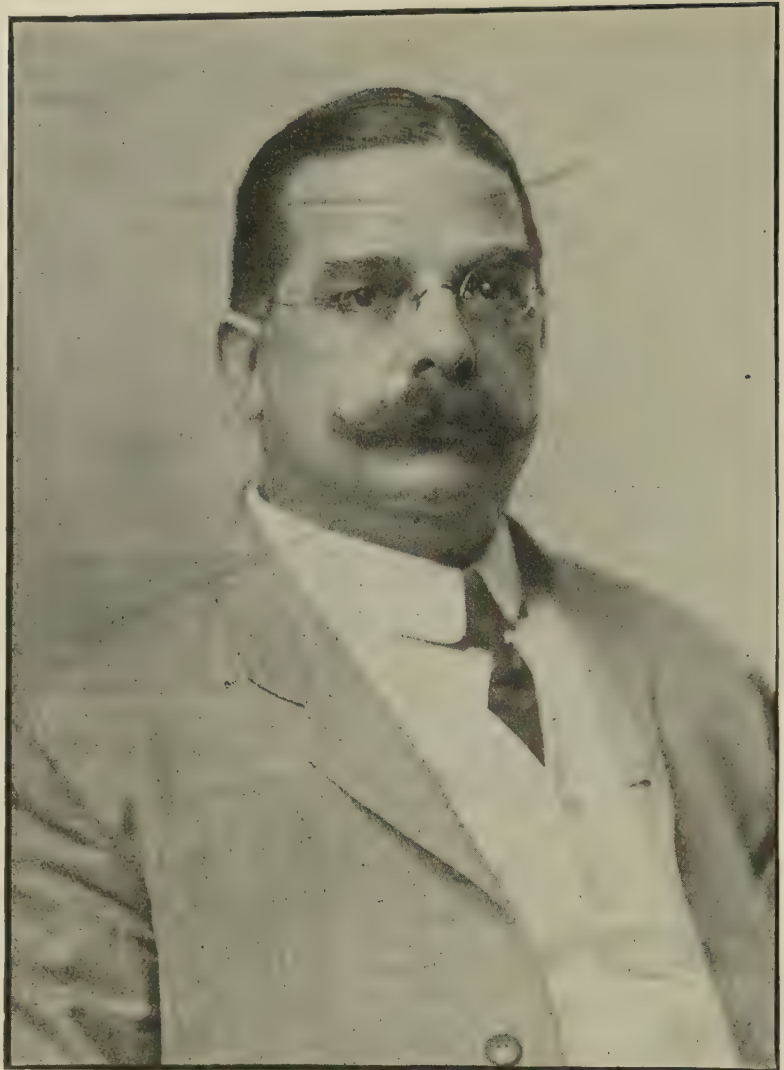
doubt, when the delegates start on their home journey they will take with them most pleasing recollections of New Orleans.

We are now conferring with the Trunk lines terminating in New Orleans, and while we have the assurance already of concessions in the rates to our city, we hope to be able to submit to you a definite proposition as to the rates at an early date.

In the meantime and in the hope that you will champion our claims when your directors meet, we beg to remain, yours very truly,

A. F. LEONHARDT,
Chairman Grain Committee.

FRED MILLER, Secretary.



A. F. Leonhardt, New Orleans, La.
Chairman Grain Committee Board of Trade



The Westwego Elevators, New Orleans, La.

The arguments presented are good and merit the careful consideration of those who have the deciding of the time and place for the next meeting.

The Crescent City has ample hotel accommodations for the asso. and any one who has ever visited the city must still remember the hospitable spirit shown by the dealers of that market. Being the terminus of the Illinois Central, the Gould systems, and several other prominent railroads, it would be accessible to the dealers of all sections of the country.

The Westwego elevators are just across the river from New Orleans, at a ferry landing named from the starting point of the Gould railways as West-We-Go.

France's wheat crop, according to the official estimate, is 366,400,000 bus.; compared with 327,920,000 bus. last year.

Corn oil exports during the 9 months prior to October 1 were 3,380,007 gallons; compared with 2,724,827 gallons for the same months of last year.

A macaroni wheat yield of 43,500 bus. off 1,000 acres was harvested recently by Ili Green, a bonanza farmer of Cass Co., N. D. His yield was practically double that of spring wheat grown in the same section.

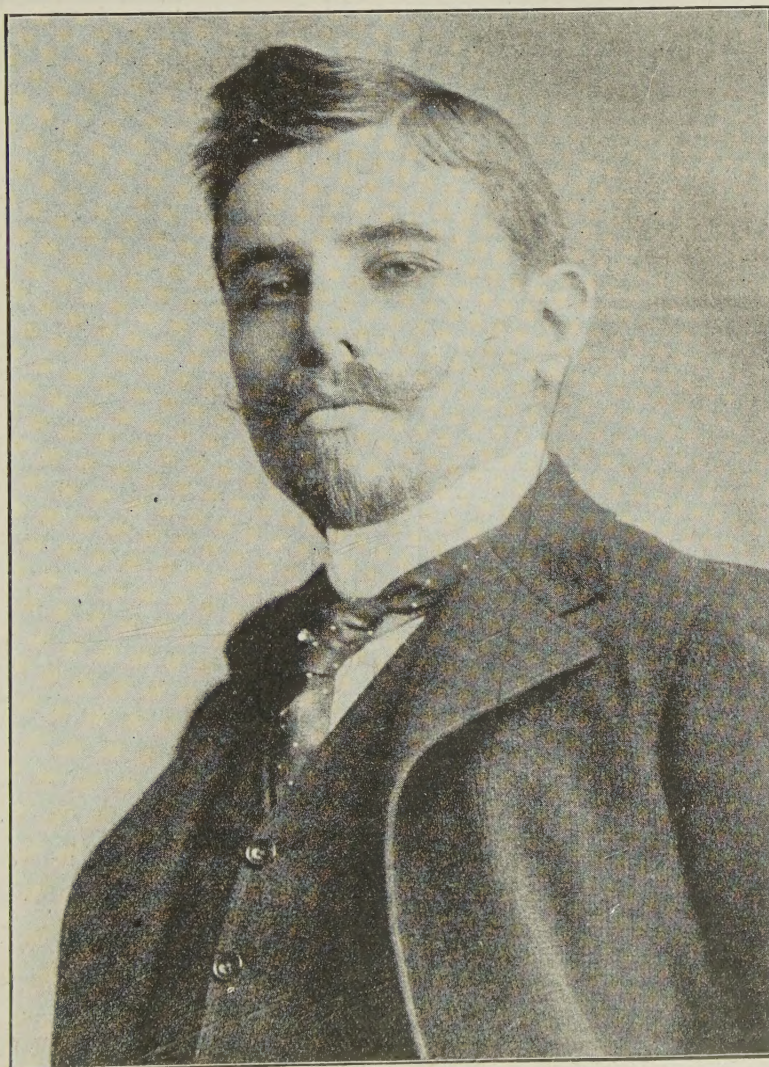
More Power for Interstate Commerce Commission.

John B. Daish informs us that according to the Congressional Record of November 17, 1903, Mr. Burrows presented a petition of the Michigan Hay Association, of Owosso, Mich., and a petition of the National Hay Association, of Detroit, Mich., praying for the enactment of legislation to enlarge the powers of the Interstate Commerce Commission, which were referred to the Committee on Interstate Commerce.

He also presented the memorial of George F. Diamond, president of the Michigan Hay Dealers' Association, of Mayville, Mich., remonstrating against the enactment of legislation to enlarge the powers of the Interstate Commerce Commission, which was referred to the Committee on Interstate Commerce.

Flaxseed has yielded 8.4 bus. per acre; against 7.8 last year; and the total crop is 27,300,000 bus., according to the November report of the Bureau of Statistics.

Malt exports for the 9 months prior to October 1 were 291,530 bus.; compared with 317,096 bus. for the corresponding months of 1902, as reported by O. P. Austin, chief of the bureau of statistics.



Fred. Muller, New Orleans, La.
Secretary Board of Trade.

FIRE INSURANCE

Reliable Insurance . . .

On Modern elevators and Contents can be secured at about one-half the rates charged by stock companies by addressing

MILLERS NATIONAL INS. CO.

205 La Salle Street, CHICAGO, ILL.

Chartered 1865 Assets, \$3,380,676.66
Net Cash Surplus, \$466,594.95
W. L. Barnum, Sec'y.

MICHIGAN MILLERS

MUTUAL
FIRE INSURANCE CO.,
LANSING, MICH.

23 Years
Successful Business

50% DIVIDENDS

Assets \$1,500,000.00
Losses Paid 1,000,000.00
Net Cash Assets 260,000.00

INSURES FLOUR MILLS, GRAIN AND ELEVATORS.

Indiana Millers Mutual Fire Insurance Company

OF INDIANAPOLIS, IND.

MILLS AND ELEVATORS ONLY

Purely Mutual.

E. E. PERRY, Secretary.

MILL OWNERS MUTUAL FIRE INSURANCE CO.

Des Moines, Iowa.

Insures Mills, Elevators, Warehouses and
Contents. Oldest Flour Mill Mutual
in America. Saved to Members
nearly \$1,000,000.

J. G. SHARP, Secretary, Des Moines, Iowa.

The Grain Dealers National Mutual Fire Insurance Co.

C. A. McCOTTER, Secretary,
INDIANAPOLIS, IND.

"Because we insure Grain
Dealers' property only is why
Grain Dealers prefer our Poli-
cies."

Screenings

Imports of beans and peas for the 9 months prior to October 1 amounted to 608,277 bus.; compared with 513,319 bus. for the corresponding period of last year, as reported by O. P. Austin, chief of the bureau of statistics.

This assn. does not discriminate against non-members or farmers' elevator companies that are organized to do business on business principles and maintain their business by earning profits.—Geo. A. Wells, Secy., Iowa Grain Dealers Assn.

"If I had to work," said Dusty Dennis, "I'd rather be janitor in the Board of Trade than anything else." "Why so?" asked Timothy Ties. "Because de paper says dere are tausands of dollars dropped on the Board of Trade every day."

Experience shows that large majority who speculate on limited means or borrowed money generally become rattled and lose. They fall by the wayside and curse the broker, rather than themselves. If they are calm and fortunate, they are liable to try again.—C. A. King & Co.

Channing Pollock's dramatization of Frank Norris' novel "The Pit" was produced Nov. 9 at Parson's theater, Hartford, Conn. The scene representing a panic in a Chicago wheat pit was received with enthusiasm. Wilton Lackaye scored a hit as Curtis Jadwin.

Shipments of breadstuffs, principally wheat, flour and oats, from the United States to Alaska during the 3 months prior to October 1 were valued at \$116,758; compared with \$166,638 during the corresponding months of 1902, as reported by O. P. Austin, chief of the bureau of statistics.

Exports of rice for the 9 months prior to October 1 were 631,752 pounds and 7,140,830 pounds of rice bran, meal and polish; compared with 360,260 pounds of rice and 14,529,937 pounds of rice bran, meal and polish for the corresponding months of 1902, as reported by O. P. Austin, chief of the bureau of statistics.

Exports of breadstuffs during the 10 months prior to Nov. 1, as reported by O. P. Austin, chief of the bureau of statistics of the Department of Commerce and Labor, included 6,886,000 bus. barley, 80,701,000 bus. corn, 1,263,000 bus. oats, 2,678,000 bus. rye and 62,555,000 bus. wheat; compared with 6,502,000 bus. barley, 7,941,000 bus. corn, 5,158,000 bus. oats, 3,678,000 bus. rye and 111,989,000 bus. wheat, the corresponding months of 1902.

LOW RATE EXCURSIONS.

On the first and third Tuesdays of each month to Texas, Indian and Oklahoma Territories via M., K. & T. Ry. Take advantage of the opportunity offered and see the Great Southwest in all its glory. "Texas," "Business Chances," "Indian Territory," and other booklets, brimful of information, will be sent on receipt of two-cent stamp to prepay postage. Address

GEORGE MORTON,

G. P. & T. A., M., K. & T. Ry., Suite Q, The Wainwright, St. Louis, Mo.

CALIFORNIA, THE BEAUTIFUL.

Now's your chance—cheap rates to California! \$30.00 from St. Louis, \$25.00 from Kansas City. Tickets on sale daily until November 30th. Personally conducted excursions on "The Katy Flyer" from St. Louis on Tuesdays of each week. Tourist car through to San Francisco. Ask for tour book and information.

GEORGE MORTON,

G. P. & T. A., M., K. & T. Ry., Suite Q, The Wainwright, St. Louis, Mo.

Sold Wheat with Less Argument.

Carter Harrison, mayor of Chicago, was greatly interested in a farmer whom he met on one of his vacation trips.

The farmer was not in the best of spirits. His frequent glances toward the heavens indicated an anxiety for the rain which would save his parching crops.

The mayor invited the farmer to spend a few days in Chicago and in the bustle of city life forget his worries. The farmer did, and in due time visited on 'change.

"What are all those men hollering about?" he asked, staring at the excited and noisy crowd in the wheat pit.

"Those men are buying and selling your wheat," explained the guide.

"I've sold a good many bushels of wheat in my day," observed the farmer thoughtfully, "but never have I had such trouble agreeing on a price."

Wheat harvest begins in the northern Provinces of Argentina in November, and, moving southward, usually continues well into February.

Exports of beans and peas during the 9 months prior to October 1 were 165,946 bus.; compared with 176,769 bus. for the same months of last year.

Receipts of Wheat and Corn at Primary Markets.

Receipts of winter and spring wheat at the leading primary markets since July 1 and prior to Nov. 24 have been 114,549,000 bus.; compared with 152,288,649 bus. for the corresponding period of the preceding year.

Corn receipts at primary markets for the present crop year prior to Nov. 24 have been 67,435,668 bus., against 41,108,247 bus. for the corresponding period a year ago.

Iowa in 1903 had its most successful crop of pop-corn.

SOUTHWEST

NOVEMBER 24th.

TEXAS, OKLAHOMA, INDIAN TERRITORY

There and Back at Very Low Rates.

\$20 CHICAGO \$15 HANNIBAL
\$15 ST. LOUIS \$15 KANSAS CITY

Proportionate Rates from Intermediate Points.
Stop-Overs. Final Limit, Dec. 15.

—VIA—

MISSOURI, KANSAS & TEXAS RY.

ASK NEAREST TICKET AGENT

Or Write GEO. W. SMITH, N. P. A.

316 Marquette Building
CHICAGO, ILL.

A Bottle of Good Whiskey in Your Grasp It's OLD DETRICK in the Lead.

Direct from our REGISTERED DISTILLERY to you in all its original Purity, Strength and Richness.

Four Full Quarts of our 8 YEAR OLD DETRICK'S RYE MALT Whiskey

\$3.20 Express charges prepaid.

DETRICK'S WHISKEY

is made and aged in the world famous grain producing Miami Valley of Ohio. It is watched in every step of its process by the U. S. Government



officials, who are there to watch us make and age our whiskeys.

Bottled direct from the barrel at the Distillery; not coming from some rectifying, blending or branch establishments. We have none of these, but ship direct from our distillery to you an absolutely pure aged, mellow, healthful whiskey.

Only \$3.20 for four full quarts of eight-year-old Detrick's pure Rye Malt Whiskey, delivered express prepaid.

Orders into states west of North and South Dakota, Nebraska.

Kansas, Oklahoma and Texas must be for four (4) gallons at \$16.00 or two cases (24 quarts) at \$21.00 by freight, all charges prepaid.

A JUG FREE

With every order of four quarts or more we have a limited number of Miniature Stone Jugs, filled with our Thirteen-year-old Rye Malt Whiskey, one of which we will include FREE in each shipment. The only consideration is, it will be necessary for you to make up your order on the coupon herein attached for four quarts or more. Clip off and mail to us promptly. Order not tomorrow. Order today.

THE

DETRICK DISTILLING CO. TIPPECANOE CITY, OHIO.

WRITE FOR OUR BIG CHRISTMAS OFFER.

To OUR BROTHER MILLERS AND GRAIN DEALERS. We can highly recommend Detrick's Eight Year Old as a "sure winner" on either side—"Pull or Bear." To sell or buy car lots of grain, address THE DETRICK MILLING CO. COMPANY, Grain Department.

COUPON

G. D. J.

The Detrick Distilling Company,
Tippecanoe City, Miami County, O.
Gentlemen:—I herewith enclose

\$..... for which please send on

approval..... gallons of your Eight Year Old Rye Malt Whiskey, express prepaid. If found satisfactory I will keep it; otherwise the money to be returned to me.

Name.....
(Write very plainly.)

Postoffice..... County.....

State..... Express Station.....

JEFFREY ELEVATORS CONVEYORS

OUR
MACHINERY
IS DESIGNED
TO SUIT
ANY
CONDITIONS.

WE CAN
HANDLE
MATERIAL
IN BULK OR
PACKAGE,
HOT OR
COLD, UP,
DOWN,
STRAIGHT
ALONG,
SIDE-WISE,
ANY SIZE,
ANY
DISTANCE.

SEND FOR
OUR
CATALOGUE
NO. 72.



FOR MILLS,
FACORIES,
WARE-
HOUSES,
ETC., ETC.

TIME,
LABOR AND
MONEY
SAVED BY
USING
OUR
MACHINERY.

Address
The
Jeffrey Mfg.
Co.,
Columbus, Ohio,
U. S. A.
New York.
Denver.

Grain Receiving Ledger FORM 33.

Is designed for use by grain buyers who keep individual accounts and is ruled for facts regarding wagon loads received from farmers. Each book contains 200 pages and each page is ruled for records of 39 wagon loads. The pages are numbered and a good index is bound in front part of book. Each page can be used for one or more accounts as desired. The pages are 8x13 inches and ruled with column headings as follows: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit, and Remarks. The paper used is heavy linen ledger, bound in heavy cloth covers with Russia back and corners. Price \$2.25.

FOR SALE BY

GRAIN DEALERS COMPANY
255 LaSalle St., CHICAGO, ILL.

DUPLICATING SCALE TICKET BOOK

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets. 100 white perforated sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets, each ticket being printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per Bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. It is intended that a sheet of carbon shall be placed between the white and manila sheets, so that altho the weigher tears out a ticket and gives to each driver, he retains a facsimile of each scale ticket given out, 800 tickets in each book, Price \$1.25.

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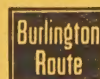
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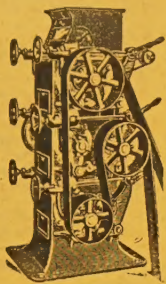


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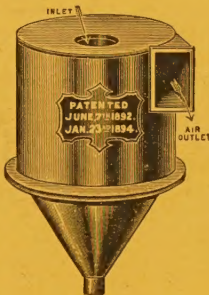
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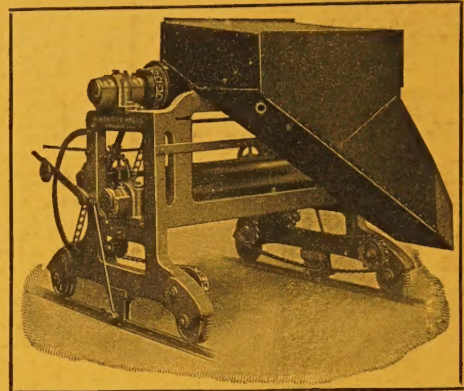
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